CYCLE NEWS®

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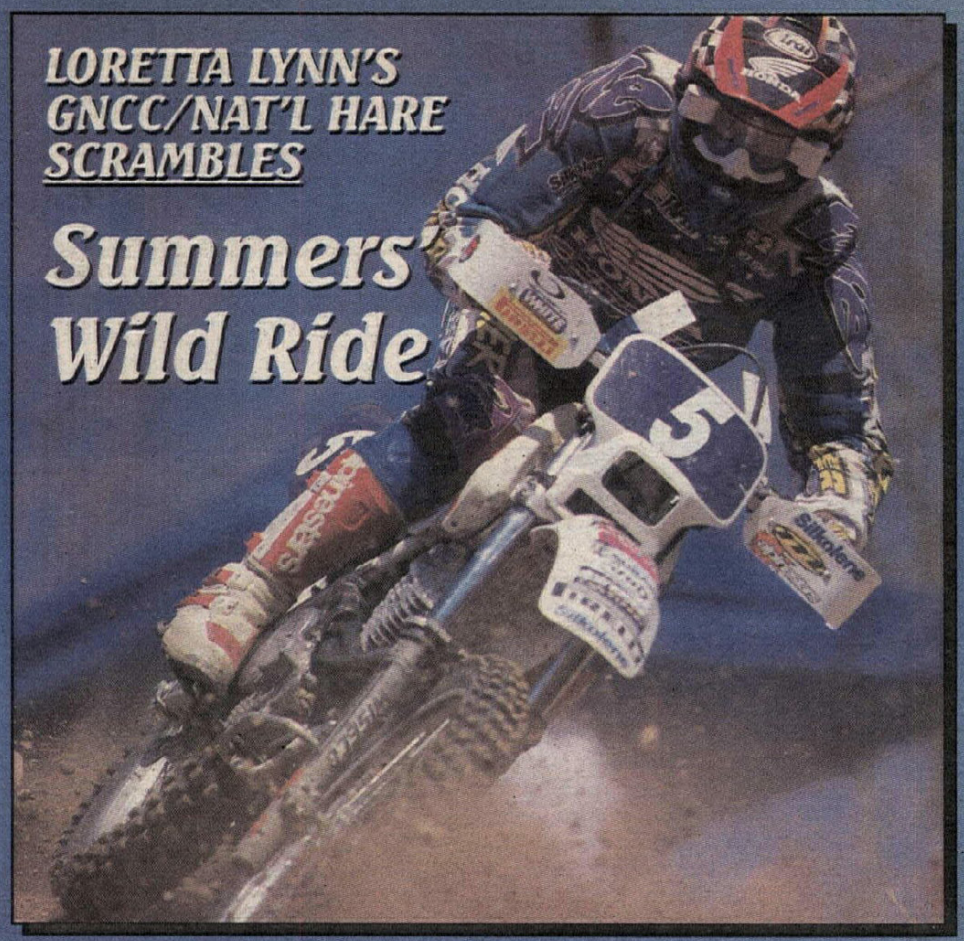

LORETTA LYNN'S GNCC/NAT'L HARE SCRAMBLES

Summers' Wild Ride

TEST: 1995 Fantic Section

Riding Ahvala's all-new contender

WORLD TRIALS: Ahvala wins Luxembourg opener; INTERVIEW: Dirt tracker Kevin Varnes; NAT'L HARE & HOUND: Hamel stops Davis; WORLD MX: Everts wins in Dutch sand

Alex Vieira, Rachel Nicotte and **Brian Morrison** rode a Honda RC45 to victory in the 24 Hours of Le Mans in Le Mans, France, on April 15-16. The trio averaged 87.470 mph in topping the Suzuki GSXR750-mounted team of Moineau, Lavielle, and Gomez and the Yamaha YZF750-mounted team of Morillas, Deletang and Bonoris.

Spaniard **Jordi Tarres** (G-G) was the winner at round two of the World Championship Trials Series, held April 16 in Hawkstone Park, England. **Marc Colomer** (Mon) was the runner-up, followed by **Tommi Ahvala** (Fan), **Joan Pons** (G-G) and **Donato Miglio** (G-G) Last year's English World Round winner, **Dougie Lampkin**, was 14th. Tarres and Ahvala are tied atop the series point standings with 35 points each, while Colomer sits third with 34.

Jeff Matiasevich (Kaw) was the overall winner at round two of the All Japan National MX Championship Series, held April 16 in Kumamoto, Japan. Matiasevich used 1-2 moto scores to secure his win. **Kohji Ohkawara** (Yam) was the runner-up with 3-1 scores, while **Ryuchiro Takahama** (Hon) rounded out the top three. Defending National Champion **Ron Tichenor** was second in the first moto, but crashed out of the second race. Matiasevich leads Tichenor, 71-57, in the series point standings.

Californian **Rich Oliver** (Yam) established himself as the series points leader in round one of the Sunoco Race Fuels Formula USA series held at Willow Springs Raceway in Rosamond, California, on April 16. Riding a Yamaha TZ250, Oliver won decisively in both races over the more powerful, larger-displacement four-strokes. Second in points on a pair of runner-up finishes was **Chuck Graves** (Suz), while Texan **Michael Martin** (Suz) ended the day with two third-place finishes. Rounding out the top five in the series are **Chris Taylor** (Yam), with a 4-5 tally, and **Glenn Szarek** who ended the day with a 6-4 score.

Harley-Davidson's **Doug Chandler** crashed the VR1000 during a test session at Laguna Seca Raceway in Monterey, California, on April 13 and rebroke the left shoulder that was broken in his Daytona 200 crash on March 12. "I'm going to see Art (Dr. Arthur Ting) tomorrow, but it doesn't look like I'll make Laguna (the next round of the AMA Superbike National Championship on April 30)," Chandler said on Monday, April 17. Chandler crashed on the approach to the famed Corkscrew. "I fell on the right and slid and I thought I was going to be okay, then I rolled and it got me on the left shoulder. I've got the X-rays right here and it broke the plate and everything." Chandler had his broken left shoulder plated the week after his crash in the Daytona 200.

Smokin' Joe's Honda's **Mike Hale** was the fastest of the superbike men who tested at Laguna Seca on April 13. Hale lapped in the one-minute, 29-second range on his Honda RC45, topping Vance & Hines Yamaha's Jamie James and Tom Kipp, who both circulated in the 1:30s. Harley-Davidson, Honda, Suzuki and Yamaha all participated in the session.

Laguna Seca Raceway will host a Vintage Motorcycle display during the Toyota Challenge of Laguna Seca, the third round of the AMA Superbike National Championship, on April 28-30. Those interested in displaying an exotic motorcycle can contact Mary-Ellen Wright-Rama at 408/648-5116.

The **Cleveland Supercross** will host an amateur day on the Sunday following the U.S. Supercross Series round, on May 21. In addition to the regular classes, promoters have added a Women's class. For more information call 813/578-1776.

Florence J. "Butch" Widman, 71, died on April 12 after a long battle with multiple sclerosis at her home in Daytona Beach, Florida. Widman was the secretary of the Motor Maids of America for 20 years after opening a motorcycle dealership in St. Louis, Missouri, with her husband, Earl, in 1947. In the early 50s, Widman pioneered a group of women motorcycle riders, forming the St. Louis Cyclettes, paving the way for the St. Louis Motorcycle Club and the Widman Harley-Davidson riders. Widman was an avid street rider who also competed in enduros. She is survived by her husband Earl, two sons, Ron and Tom (who currently manage Widman's Harley-Davidson/Suzuki), two granddaughters, Robyn Lynn and Natalie Patricia, and a grandson, Norman Thomas. The family has requested that in lieu of flowers, donations be made to the American Motorcycle Heritage Foundation.

According to a press release from the Flammini Group, the promoters of the World Championship Superbike Series, **Carl Fogarty** doesn't count **Scott Russell** as one of his major rivals for this year's World Championship. In a phone interview conducted by Flammini's public relations company, Fogarty had the following to say when asked who he considers to be his most serious opposition: "Not Scott Russell so much. Troy Corser and Aaron Slight will be bigger threats to me and I can't see Russell's bike being as good as the Ducatis, Hondas and maybe even the Yamahas of Colin Edwards and Yasutomo Nagai. And Anthony Gobert is a definite front runner, as fast as Russell but maybe not as consistent." The World Superbike Championship begins on May 7 in Hockenheim, Germany.

Former Triumph and Yamaha dealer **Harry D. Foster**, 84, died on April 4 at his home in Yucca Valley, California. Foster was one of the original Triumph dealers in Los Angeles, owning Harry D. Foster Motorcycles in Lawndale, California, until 1989. Foster competed in such races as the Catalina Grand Prix, and the Greenhorn Enduro while a member of the Jackrabbits Motorcycle Club and the Trailblazers. He is survived by his daughter, Patricia, and her husband, Phil Blanche, his grandchildren, Rachel and Gregory, and his sister, Ruth Phillips. The family is requesting that in lieu of flowers, donations can be made to the American Heart Association.

Peterson Pro Suspension is now importing Ohlins Suspension and will offer full technical assistance beginning with the third round of the AMA Superbike National Championship Series at Laguna Seca Raceway on April 27-30. For more information or for technical assistance call 714/970-2423.

As a result of the failure of a few different model **Fram spin-on oil filters**, WERA has discontinued their usage at WERA-sanctioned events, effective April 13. According to a press release from Kurt Hall of WERA, "The first report of a Fram oil filter failure happened at a WSMC event at Willow Springs Raceway on March 18. That incident resulted in seven riders crashing. At the April 8-9 CMRA event at Texas World Speedway, two riders experienced their Fram filters blowing off in separate incidents. As was the case at Willow Springs, the filters were still safety wired to the machines but they blew off at their mounting point, possibly as a result of inadequate thread mating. Until we can gather the required data to narrow it down to a few specific problem filters we will discontinue the usage of all Fram spin-on units in the interest of our participants' safety."

Moto Liberty and Keith Code will join forces to produce the first American **125cc GP School** at the Streets of Willow course at Willow Springs Raceway in Rosamond, California, on July 9. Moto Liberty will provide track-ready 1994 Honda RS125 GP bikes and riding instruction will be given by Code's California Superbike School. For more information call 800/530-3350.

Sports announcer **Larry Huffman** says he has just completed production of a 30-minute infomercial for the Southern California Yamaha dealers that is scheduled to air on KCBS-TV (Channel 2) in Los Angeles and on KGTV (Channel 10) in San Diego. Huffman calls it an "On Any Sunday" look at the fun of riding motorcycles. It includes a special segment on David Bailey, a look at Wheelie King Doug Domokos and shots of Yamaha Virago 750 and Seca II motorcycles on the street. The show will air on KCBS on April 22 at 3:05 a.m., on April 23 at 4:35 a.m. and on April 29 at 3:05 a.m., and on KGTV on April 20 at 1:10 a.m., April 22 at 6:30 a.m., April 27 at 1:10 a.m. and April 29 at 3:30 p.m. Huffman's wife K.C. directed and edited the show.

This year's running of the **7th Annual Honda HomeComing**, an event which began as a celebration to welcome Gold Wing motorcycle riders to Honda's Marysville (Ohio) Motorcycle plant where their motorcycles were made, will be held from Thursday, July

Marlboro Roberts to switch to Michelin?

After apparent long-standing tire problems spilled over to spoil the first two Grands Prix of 1995, Team Marlboro Roberts may make a sensational midseason switch to Michelins from Dunlops, possibly even for the Japanese Grand Prix on April 23.

Team owner Kenny Roberts is blaming the Hanshin (Kobe/Osaka) earthquake in January for the switch. The quake flattened Dunlop's factory, which made motorcycle racing tires as well as production tires. In the first two races of 1995, the team continued to suffer with tire problems, while Michelin users had the benefit of further development over the winter.

The move would put riders Luca Cadalora and Norifumi Abe on similar tires to those used by the Honda and Suzuki works riders, though it is not yet clear if the Yamaha squad will receive the latest "development" Michelins or only production tires.

Team Roberts has used Dunlops since 1987, and it has been mainly alone in choosing the Anglo-Japanese rubber, except for 1992, when Michelin partially withdrew.

Three-time World Champion Wayne Rainey was a fan of Dunlops, praising the more progressive way they broke away, allowing him to exploit wheelspin and front-wheel and rear-wheel slides to his advantage.

Less accomplished riders, however, have long had trouble both with endurance from the hard-pushed rear tires, and with a lack of grip from front tires. There have been a stream of complaints also about production inconsistencies that make two tires of the same type perform differently.

Last season both Cadalora and teammate Daryl Beattie retired from several races with tire problems, and Cadalora did so again in Malaysia, with the familiar refrain: "If I'd have continued, I would have crashed."

Later, rumors from Italy were that Cadalora had told Roberts: Get Michelins, or I quit. Roberts was not available for comment over the Easter weekend, but it is known that test rider Randy Mamola ran three days of tire testing at Albacete circuit in Spain the week before, and that he was using production Michelins - obtained via team friend (and Michelin customer) Serge Rosset, head of ROC.

Dunlop's reaction was low-key. "We don't mind what the team tests," said a spokesman.

But high-level negotiations were said to be taking place with Michelin, where boss Pierre Dupasquier was worried about the reaction of the Honda and Suzuki teams if he did agree to supply the works Yamaha team.

It is likely that at first Cadalora and Abe will have access only to the same production Michelins sold to privateers. However, rivals see this as "a foot in the door", leading to possible prototype tires later in the season.

Cadalora and Roberts did not hesitate to blame the tires in Malaysia. "The bike is the best it's been for a long time, but without good tires it makes no difference," said Roberts. "It's not surprising that Dunlop are having problems, after losing a whole factory in January.

Since the earthquake, Dunlop has shifted plant and raw materials from the Kobe rubble to the Fort Dunlop facility at Birmingham in England. Dunlop planned to reproduce as exactly as possible Japanese working conditions and practices in making development and production rear slicks. However, these were not on stream for the first two GPs, with Dunlop using stockpiled 1994 rear tires to service its teams.

If the Team Roberts move goes ahead, there is speculation that Dunlop may withdraw from the 500cc class altogether, leaving only Michelin. Pirelli and Yokohama have both made unsuccessful attempts at joining the top class in the past decade.

Ironically, Dunlop holds the high ground in the 250cc class, where the Anglo-Japanese rubber has won every title and most of the races since Cadalora's last class title in 1992. For this season, Michelin have been accused of "check-book recruitment" in wooing a small number of top 250 riders away from Dunlop.

Michael Scott

27, through Saturday, July 29, in the cities of Marysville and Bellefontaine. Every facet of the world of Honda motorcycles will be on display. Home-Coming guests can tour the Marysville Motorcycle Plant - the exclusive worldwide manufacturer of the Honda Gold Wing, the Shadow 1100 series and FourTrax utility vehicles. Vintage Honda motorcycles will be on display, and vendors will be on hand to help customize bikes and provide the latest accessories. There will also be opportunities to take demo rides on all of Honda's 1995 line. In addition, guests can visit the Anna Engine Plant where both automobile and motorcycle engines are built. For auto buffs, the Marysville Auto Plant, home of the Honda Accord, will also be open to tours. For more information call 513/642-5000 ext. 1147.

The FIM's Third Annual Prize Giving Ceremony will be held at Bally's Casino Resort in Las Vegas, Nevada on December 15 - followed the next night by the **AMA's Professional Awards Banquet** at the same hotel/casino. For more information call Connie Fleming or Angie Myers at 614/891-2425.

Early planners dept: **Camel Motorcycle Week '96** at Daytona International Speedway in Daytona Beach, Florida, will be held on March 1-10. The Daytona 200 will run on Sunday, March 10 with the AMA Supercross taking place on Saturday, March 9. The AMA Grand National Championship kicks off on Saturday night, March 9, at Daytona Beach Memorial Stadium.

The Daytona 200 by Arai, the HP4 600cc Supersport, and the 250 and 125cc Supercross rounds from Camel Motorcycle Week '95 at Daytona will air on the **Nashville Network's American Sports Cavalcade** on the following dates and times (all times are Eastern): Daytona 200 by Arai - April 30/12:00 a.m., June 18/4:00 p.m., and August 6/12:00 a.m.; 600cc Supersport - April 30/4:00 p.m., June 18/12:00 a.m.; Daytona 250cc SX - May 14/12:00 a.m.; Daytona 125cc SX - June 25/12:00 a.m., and August 6/4:00 p.m.

Multi-time Paris-Dakar winner and current Dakar Rallye director **Hubert Auriol** will be attending the SCORE Nevada 400 on April 28-30 along with Dakar course designer and 1985 Dakar winner (on four wheels), Patrick Zaniroli, to meet with several potential entrants for the 1996 Dakar rally. For more information on the event call Philippe Danh at 310/370-9856.

Former MX and SX Champion and current 250cc Grand Prix road racer **Jean-Michel Bayle** is riding a Gas-Gas in the French National Observed Trials Championship Series. According to sources, Bayle would have finished second in his debut if he hadn't forgotten about a new rule which prohibits backing up - something he did twice and which cost him 10 points.

The **North American Super Bike Series** has announced that the new road racing organization will be establishing a membership option for race fans. "We know that fans are the most vital part of professional sports and we wanted to come up with a way to establish some direct communication with them," NASB marketing director Pat Murphy said. "Our members will get newsletters throughout the season with up-to-the-minute race information, behind the scenes reports and special discount offers on race tickets and other merchandise. Any fan planning to attend an NASB event should join. The ticket discounts alone will make it worth the effort." Fan membership will cost $10 a year, but those dues will be waived for the first year for anyone joining before June 1, 1995. To join, send your name and address to NASB, P.O. Box 161603, Sacramento, CA 95816.

The AMA Pro Dirt Track tire rule (specifying Goodyear CD-8 rears and CD-5 fronts) will be enforced in the 600cc and 250cc Pro-Am classes at the **Vintage Dirt Track Racers Association** (VDTRA) mile dirt track at the Indiana State Fairgrounds in Indianapolis, Indiana, on May 6. For more information call 219/486-7172.

GMD Computrack has announced a contingency program for the Championship Cup Series (CCS). The program is an incentive type program that pays through to fourth place in each of the CCS 30 Pro-Am Series classes. For more information call 404/297-8464.

Cliff Guild, 67, died in Felton, Pennsylvania, on April 15. Guild was two-time Grand National Champion Gary Nixon's tuner during his championship-winning 1967-68 seasons. Guild is survived by his wife, Darla, and two sons, Clifford Jr. and Jimmy.

MTEG files bankruptcy

A week after cancelling the remainder of the 1995 Mickey Thompson Stadium Off-Road Racing Series, which included the Ultracross Series, the Mickey Thompson Entertainment Group filed for bankruptcy liquidation (Chapter 7) on April 10.

According to the Orange County Register, the Anaheim, California-based company listed less than $500,000 in assets, with liabilities ranging from $1 million to $9,999,000 in a petition signed by company president Danny Thompson.

MTEG also promotes four rounds of the U.S. Supercross Series, two of which have already been held in Anaheim and San Diego, California, and according to Roy Janson, executive director of American International Racing, the two remaining, originally scheduled MTEG-produced supercross events in Denver, Colorado, on June 3, and the season final in Las Vegas, Nevada, on June 10, will go on as planned.

"On behalf of all the companies (Pace/Supersports, SRO Motorsports and MTEG), we fully anticipate that the 1995 U.S. Supercross Series will not be interrupted," said Janson.

Just before this issue went to press, we spoke with Thompson, son of series founder Mickey Thompson, who said, "In the present situation, and in the best interest of the sport and industry, we (MTEG) are going to turn the Denver and Las Vegas events over to Pace/Supersports and SRO Motorsports. That way we can be assured those events will come off as good as possible."

As far as MTEG's future? "I really don't know yet," said Thompson. "We're just going to wait and see what happens."

Thompson attributes much of the company's problems to some of the natural disasters that happened in the Southern California area, such as the earthquake in 1994, rainstorms in '95, and even the Los Angeles riots in '92.

Kyle Lewis was the winner of the Celebrity Stock Car Race, held at Sunrise Valley Raceway in Adelanto, California, April 16. Lewis piloted a Chevrolet Monte Carlo, besting runner-up **Marc Peters**, who was also Monte Carlo equipped. **Jeremy McGrath** was third in a Chevrolet Camaro. Other notables who participated were **Damon Bradshaw**, **John Dowd** and **Larry Ward**.

By a 13-6 vote, the Senate Commerce, Science and Transportation Committee passed the **Product Liability Fairness Act** on April 6, according to the Motorcycle Industry Council (MIC). The bill, designated S.565, would establish uniform Federal product liability law nationwide. S.565 now goes to the full Senate for amendments and a vote, expected shortly after the Easter recess which ends on April 24. At least 60 votes are needed to stop a filibuster threatened by S.565 opponents.

Entries are now open for the **27th Annual Hangtown Motocross Classic**, which will be held on May 6-7 in Rancho Cordova, California. Over 400 Sportsmen riders are expected to sign-up and compete on May 6 on the same race track the Pros will use on Sunday, May 7. Information on registration can be obtained by writing the Dirt Diggers M/C at P.O. Box 620338, Orangevale, CA 95662.

A **"Harley Legends"** exhibit will open at the Petersen Automotive Museum in Los Angeles, California, on May 20. Celebrating more than 90 years of Harley-Davidson's motorcycle history, the exhibit will feature a rare collection of vintage, new and custom Harleys from collectors around the world. Celebrities such as **Arnold Schwarzenegger** and **Jay Leno** will also have their motorcycles on display in the exhibit. For more information call 510/793-5700.

AUTOGRAPH SIGNING: At Roseville Honda/Kawasaki/Suzuki in Riverside, California on May 5 from 6:00 p.m. to 7:00 p.m. Team Suzuki's Roger DeCoster and the rest of the factory race team are scheduled to appear. For more information call 916/782-2171.

MOVED: Lightweight Products, the titanium motorcycle axle and fastener manufacturers, to 144 N. Alta Vista Ave., Monrovia, CA 91016-2129, 818/357-2722.

AUTOGRAPH SIGNING: At Yamaha Sports Center in Seaside, California, on April 28 from 6:30 p.m. to 8:00 p.m. Vance & Hines Yamaha's Jamie James and Tom Kipp are scheduled to appear. For more information call 408/899-2401

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VOICES
Letters to the editor

Praising Alessi

I would like to take a moment to reflect on one of your *Cycle News* writers - Tony Alessi. On April 2 my son Ricky Oliver was racing in the 0 to 8 60cc class at the Castaic Brick Spring Classic. As Ricky and Mike Alessi raced for five laps in the second moto to decide the class overall winner, something unusual happened on the backside of the track. Ricky got taken out in a turn while battling Mike and exited the track, missing about three turns. Tony Alessi, who was announcing the race, ran out on the track and stopped his own son to let my son catch up after the incident. Ricky took the lead only to crash. Mike Alessi went on to win and Ricky got second.

After the race I drove home and reflected on Tony's unselfish act to make the race fair and square. The Alessi family demonstrated a class act and I think what Tony, Ricky, and Mike did was right and showed that sometimes there are more important things than just winning at all costs.

Rick Oliver
Bellflower, CA

Tony Alessi covers local motocross events in Southern California for Cycle News...*Editor.*

No fair

Although I haven't felt that the East Coast Amateur MX racing has received its fair share of larger headlines, detailed reports and hype, I have been fairly pleased with the non-partisanship of *Cycle News* reporting on Pro-level racing. Your reporting of the East Coast SX Series in 1995 has caused me to reconsider.

When Davey Yezek was a member of Team Green in 1993, he was apparently part of the "In Crowd" and was given his fair share of coverage. I think he made an impressive entry into Pro level motocross from the Amateur ranks and finished well in the East Coast 125cc SX standings. He was picked up by Honda of Troy in 1994 and had a less than stellar year and didn't live up to his billing from 1993. Casual observers might tell us that Davey was unsure of himself on big triples when it was in fact injuries in Japan and Orlando that were tough to shake, both emotionally and physically.

In 1994 Davey was unable to hold his position on the Honda of Troy team, being ejected for the likes of Mike Craig and Brian Swink. Davey worked hard to put together his own privateer effort for 1995 and, with the support of F&S Cycle of Ohio, has been riding a Suzuki. His finishes have been steadily improving with a fourth at Daytona and a third at Indianapolis.

Why then does he get only an "also ran" line in *Cycle News'* coverage of these races. Davey is currently fourth in the East Coast 125cc SX standings, the only privateer even close to the factory guys and doing it on a bike that gives up a lot to the equipment that has finished in front of him. Why does arm pump excuse Kevin Windham's finish in Indy instead of a fantastic ride on an essentially stocky Suzuki extol Yezek's podium finish?

Davey is a great guy, a hard worker, and a dedicated competitor who's parents cannot buy him the ticket to a slick ride. It's tough to compete with the factories for a finish position. The press is the only voice for the privateer. Please give Davey the credit he's earned.

And by the way, give Suzuki credit too. Davey has shown that the Suzuki is a bike a privateer can take into the fray with the unobtainiums and compete successfully. It's guys like Davey who provide an alternative to the factory egos and unobtainiums. He goes out and beats the odds. Suppose he had some real support and a little hype. Ya wanna make a bet?

Bob Bagwell
Winter Springs, FL

The Shoe Man

In response to your interview with Will Davis, you stated that Steve Morehead and Geo Roeder are the only guys out there still wearing those lace-up construction boots. Here is the answer to what you call a "construction boot."

They are Ken Maely flat track boots which are specially made with no heel on the left foot. Without a heel on the left foot, the steel shoe is able to plane better - just like a speed boat. Every time someone sends me a steel shoe to rehard face and the only place it has been worn out is the front outside, I know he is wearing a boot with a heel. I then write them a note telling them to cut the heel off so the weight is on the back and not on the toe. The weight can make the steel shoe dig in the dirt and can tear the cartilage out of his knee or pull him back and he could get hurt.

The dirt trackers are like my own children. I sold their grandfather's steel shoes as I have been building steel shoes for three generations. The dirt trackers are my family and I care about them. I have been making steel shoes since 1947 for customers all over the world and when you call dirt track boots "old construction boots" it shows that you don't know *&$% about dirt track racing. I have been to more dirt track events all over the world than anyone.

Our dirt track boots are made special for us in Wisconsin - not Europe. We believe in U.S. products. The soles are sewed - not glued on like your motocross boots. All the soles are ground at a 45-degree ratio so the boot doesn't get dirt caught in between the soles. And our boots are made of leather instead of plastic, giving you better feel for the brake pedal and gear shift. They are also half as light as MX boots. I can make a lighter steel shoe than I can with a MX boot which is really just a ski boot. So when a rider sends me a MX boot which weighs four pounds and wants a light steel shoe, how can I do that with a boot that is wider and two sizes larger than our dirt track boots.

Now, Donn Maeda, you know what the difference is between MX boots and ours - what you call "construction boots." I am in my 70s and I don't like to see some Johnny Come Lately making statements when they don't know &%$* about boots. I will be out making steel shoes and boots long after you are out of the dirt track scene. So wise up with your statements. When you step on my toes, I get mad.

Ken Maely
Corona, CA

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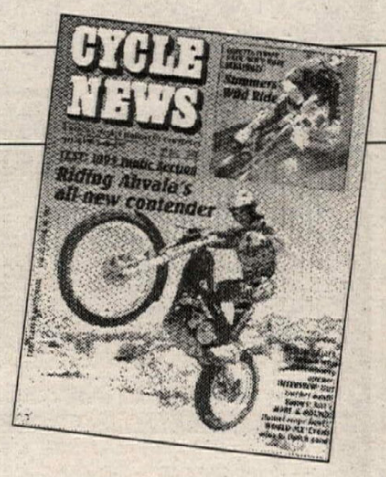

ON THE FRONT COVER

Cycle News tested the 1995 Fantic Section 249. See page 16. Photo by Joe Bonnello. Inset photo: Scott Summers won the combined AMA GNCC/National Hare Scrambles at Hurricane Mills, Tennessee. See page 14. Photo by Jim Talkington.

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APRIL 1995 SCHEDULE ON *ESPN*

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EASTERN TIME						
Sunday	4/2	2:30-3:00am	&	Tuesday	4/4	4:00-4:30pm
Sunday	4/9	2:30-3:00am	&	Monday	4/10	3:00-3:30pm
Sunday	4/16	2:30-3:00am	&	Monday	4/17	5:00-5:30pm
Sunday	4/23	2:30-3:00am	&	Monday	4/24	5:00-5:30pm
Sunday	4/30	2:30-3:00am	&	Monday	5/1	4:00-4:30pm
PACIFIC TIME						
Saturday	4/1	11:30-12:00am	&	Tuesday	4/4	1:00-1:30pm
Saturday	4/8	11:30-12:00am	&	Monday	4/10	12:00-12:30pm
Saturday	4/15	11:30-12:00am	&	Monday	4/17	2:00-2:30pm
Saturday	4/22	11:30-12:00am	&	Monday	4/24	2:00-2:30pm
Saturday	4/29	11:30-12:00am	&	Monday	5/1	1:00-1:30pm

APRIL 1995 REPEAT SCHEDULE ON *ESPN2*

EASTERN TIME			PACIFIC TIME		
Saturday	4/1	7:00-7:30am	Saturday	4/1	4:00-4:30am
Saturday	4/8	7:00-7:30am	Saturday	4/8	4:00-4:30am
Saturday	4/15	7:00-7:30am	Saturday	4/15	4:00-4:30am
Saturday	4/22	7:00-7:30am	Saturday	4/22	4:00-4:30am
Saturday	4/29	7:00-7:30am	Saturday	4/29	4:00-4:30am

Join hosts Bob Varsha and Art Eckman in April for all the action from L.A.'s motorcycle weekend, including competition in a wide open U.S. Superbike Series and Grand National Championship.

Ty Davis, currently leading three different racing series, takes time off to visit the set and discuss his most recent successes. MotoWorld's newest feature reporter, LeRoy Powell, introduces a couple of old-timers who insist on taking their bikes with them to their graves.

All this, plus McGrath's assault on the Supercross record book, coming this month on television's first motorcycle magazine series.

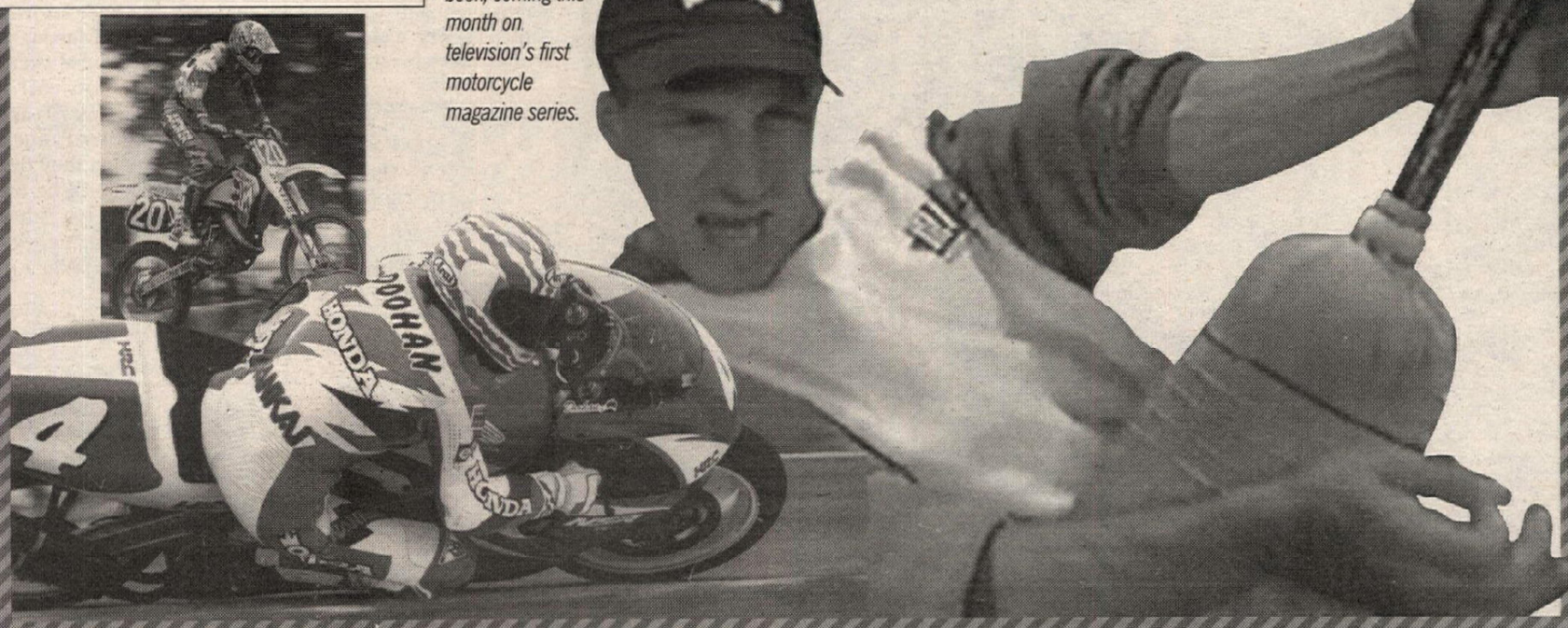
Ground zero: ESPN2. The sun beats down on the soiled brow of our hero, Jerry Bernardo, shooting the mud filled trenches of the Alligator Enduro.

Then word comes, kiss the loved ones goodbye, it's over the wall to main street Daytona. One last look at the sun and... "MY GOD! DON'T DRINK THE WATER!" shouts our hero, locked in the grip of a heat induced flashback. His mind slips into the cool jungles of Costa Rica, he sees Enduro star Kevin Hines and a never ending ride to–Oklahoma?

April on MotoWorld 2, tune in and see.

APRIL 1995 SCHEDULE ON *ESPN2*

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	4/2	5:30-6:00pm	&	Friday	4/7	2:00-2:30am
Sunday	4/16	5:30-6:00pm	&	Tuesday	4/18	2:30-3:00am
Sunday	4/30	5:00-5:30pm	&	Friday	5/5	2:00-2:30am
PACIFIC TIME						
Sunday	4/2	2:30-3:00pm	&	Thursday	4/6	11:00-11:30pm
Sunday	4/16	2:30-3:00pm	&	Monday	4/17	11:30-12:00am
Sunday	4/30	2:00-2:30pm	&	Thursday	5/4	11:00-11:30pm



U.S. Supercross Series

AMA Motocross Series

COMING IN MAY!

World Grand Prix Series

APRIL 1995 SCHEDULE ON *ESPN*

		EASTERN TIME		PACIFIC TIME	
Atlanta, GA	Tue 4/4	12:30-1:30am	&	Mon 4/3	9:30-10:30pm
Indianapolis, IN	Wed 4/12	1:00-2:00am	&	Tues 4/11	10:00-11:00pm
Houston, TX	Thu 4/20	8:30-9:30am	&	Thu 4/20	5:30-6:30pm

APRIL 1995 REPEAT SCHEDULE ON *ESPN2*

		EASTERN TIME		PACIFIC TIME	
Orlando, FL	Thu 4/6	8:30-9:30pm	&	Thu 4/6	5:30-6:30pm

APRIL 1995 SCHEDULE ON *ESPN*

		EASTERN TIME		PACIFIC TIME	
Australia GP	Fri 4/28	1:00-2:00am	&	Thu 4/27	10:00-11:00pm

APRIL 1995 SCHEDULE ON *ESPN 2*

		EASTERN TIME		PACIFIC TIME	
Australia GP	Sun 4/9	8:30-9:30pm	&	Sun 4/9	5:30-6:30pm
Malaysia GP	Sun 4/16	11:00-12:00pm	&	Sun 4/16	8:00-9:00am

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Round 1: Trial Club Warken

Ahvala draws first blood

(Left) Former World Champion Tommi Ahvala gave the new Fantic Section a winning debut. (Below) Marc Colomer reestablished himself as a championship contender with a strong second-place finish.

By John Dickinson

ETTELBRUCK, LUXEMBOURG, APR. 8-9

The opening round of the World Championship Trials Series took place at Ettelbruck, in the tiny European principality of Luxembourg and gave the big Finn Tommi Ahvala the chance to give the new Fantic Section its first World Round win. Ahvala kept his cool in what was, by World Championship standards, an easy trial, but was thankful for that little bit of luck needed when riding skill alone is not enough.

"This trial was a war of nerves right from the start," said Ahvala. "I think maybe 20 riders could clean all of these sections - you needed to stay cool and maybe have a little luck. Still, it's great to win and I was riding well. Twenty points are okay from the first round!"

It was no cakewalk for Ahvala, though, as he had to fend off the attentions of a pair of Spanish aces. No prizes for guessing that six-time World Champion Jordi Tarres was right on pace - at least he was on Sunday - and his compatriot Marc Colomer looked exceedingly dangerous all weekend and in fact led easily after Saturday's single-lap opener when he dropped just a single mark. This performance earned Colomer second-place on the tie breaker over arch-rival Tarres after both finished the weekend just one mark down on Ahvala.

And massively muscled Frenchman Bruno Camozzi was a surprise fourth-place finisher, looking right back to his best form since a change to Beta machinery. Camozzi just got the better of a sharp-looking Doug Lampkin, who reckoned that just a single wayward five, lost on the easy 12th section on Sunday's first circuit, kept him out of contention. He was right.

Luxembourg, or to give it its proper, impressive title of the Grand Duchy of Luxembourg, is a tiny, landlocked country that nestles between the borders of France, Belgium and Germany. Ettelbruck is in the north of the country and boasts a population of 6500. Americans may be proud to note that it carries the nickname Patton-town after the General who led the U.S. troops to liberate Luxembourg at the end of World War II. And mementoes of the liberation are everywhere, with many GI tanks and tank-gun turrets standing as monuments in the surrounding villages. End of the history lesson, already.

Ettelbruck stands amidst lovely, wooded countryside - very picturesque, but there is hardly a decent trials section to be had and virtually every Luxembourg section is man-made. Truck loads of large rocks had been tipped in the woods and then carefully and laboriously set into the scenery to make man-made sections from natural materials. The result is surprisingly effective, although the hazards are all a bit similar as there is a limit as to what you can do with chunks of stone.

The hazards are actually much more difficult in wet weather, but as sun shone all weekend, they were in their most ridable condition, making the trial much more a test of attitude than pure riding skill.

But although the sections were in no way big-time, they were very tricky, and yielded to technique. Demonstrating this brilliantly was 16-year-old Japanese rider Kenichi Kuroyama, making his World Championship Series debut. A bicycle trials champion, Kuroyama's trick riding on the Beta Techno was brilliant on the dry rocks and he astounded everyone with his amazing 10-mark ride on Saturday's opening circuit of the 14 sections. His nerves took some beating as well, because he rode right at the front of the field throughout the lap.

The aces knew they were in for a

nerve-jangling time and were none too keen to get into the sections. And surprisingly, suffering most was World Champion Tarres. Jordi looked stiff and awkward on the bike, not flowing at all, and had nervous prods in the first three sections. Of the eventual top 10, only his Gas Gas teammate Joan Pons and Beta privateer Amos Bilbao dropped points in the easy opener.

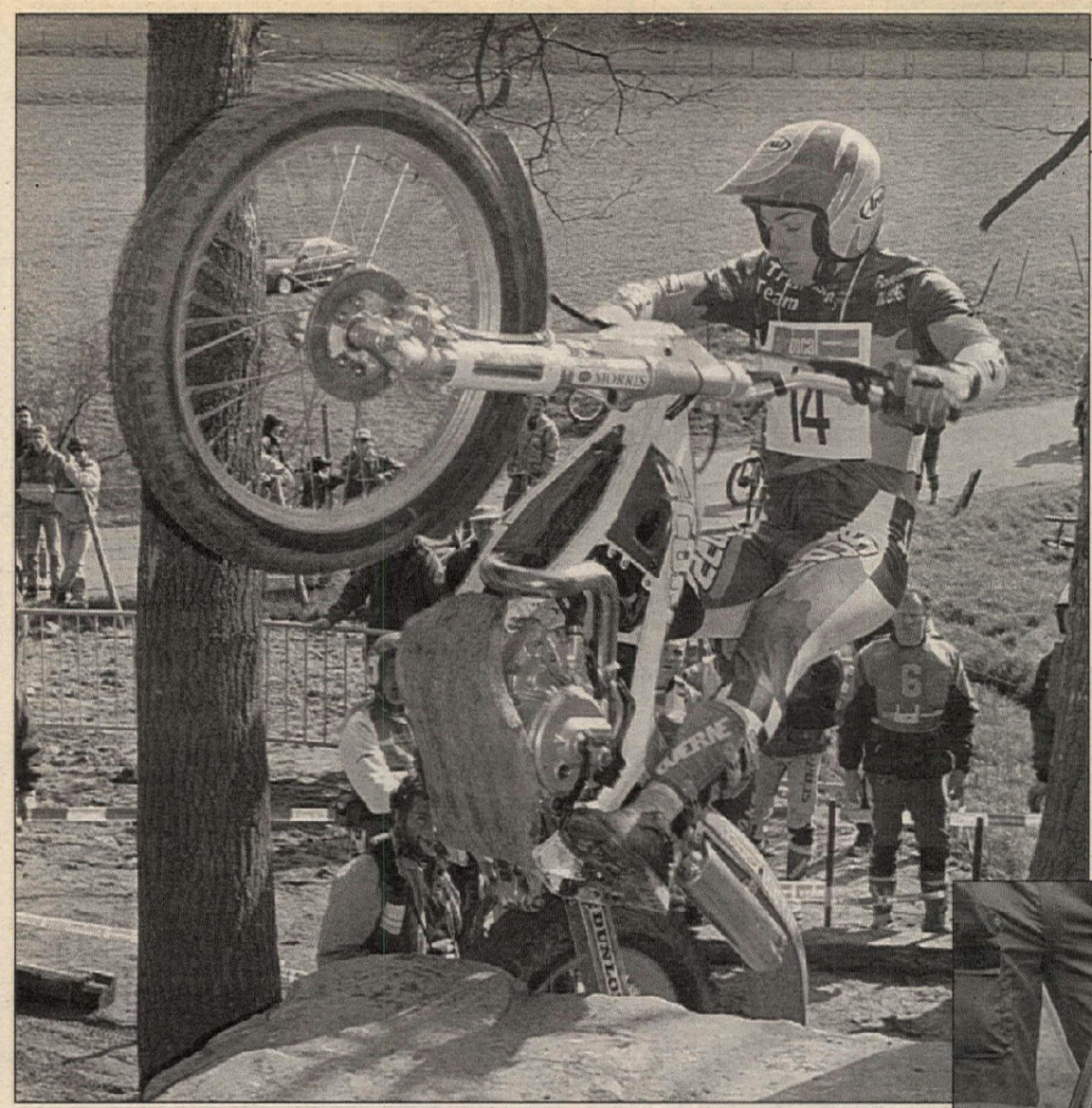
The second section was much more awkward with a short, sharp climb over slippery rocks offering two lines - both of which were a bit of a lottery. Most elected to stop halfway up for realignment, and many escaped with ones, twos or threes, but it was not really the answer. It took Colomer to demonstrate the best approach as he took a dynamic clean with a single, straight, quick attempt. Ahvala was more than equal to this with a rock-steady ascent, as did Italian Diego Bosis and Camozzi, who was out to reestablish himself as a genuine contender.

Lampkin slumped to take an early five, but certainly didn't let it get to him and he calmly rode off to the next hazard.

Sections three, four, five and six took a few marks but the opening big step at the seventh caught Ahvala as he overestimated his run and overshot, riding into the section tapes and collecting a maximum. Camozzi also took a five while Tarres was dabbing again as Colomer floated through as if he were riding on air. The prototype Montesa has come along in leaps and bounds throughout the winter and now looks far more stable than when Bilbao rode it last season.

In fact, it was not until the 10th section - a long, twisting jumble of rocks - that Colomer even looked like losing a mark, and his solitary dab was his only loss of the lap. This saw him go into Sunday as the clear leader. Ahvala, who

(Top left) A rare shot of Jordi Tarres with his foot down. The six-time champ was tight on day one, but shined on Sunday.
(Above) Brit Doug Lampkin finished a steady fifth.
(Left) Spaniard Joan Pons piloted a Gas Gas JT35 to sixth-place.



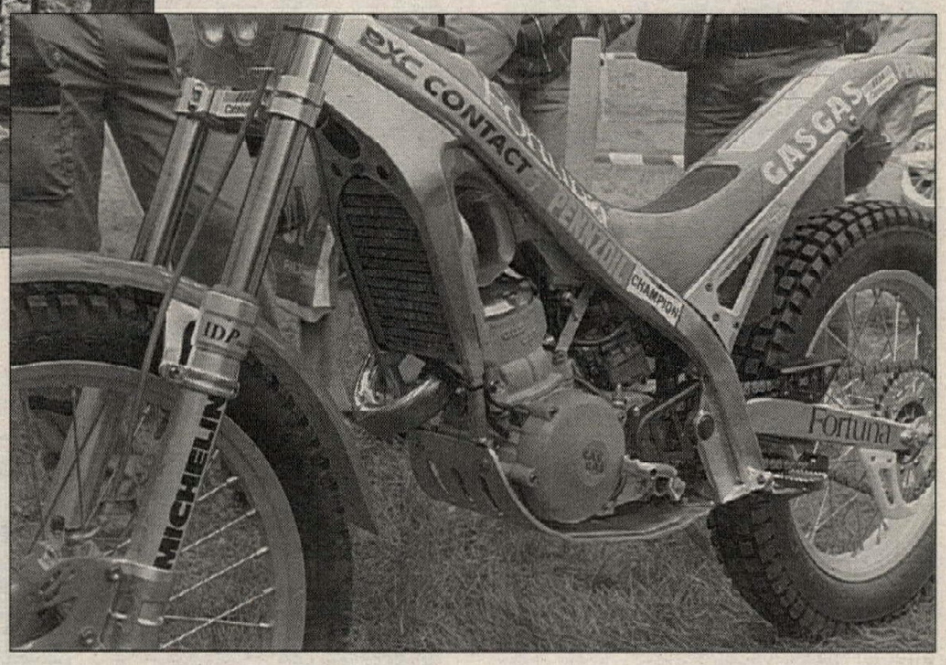
(Left) Graham Jarvis rounded out the top 10 aboard his French-made Scorpa.
(Below) Jordi Tarres' factory Gas Gas JT25 featured a heavily modified frame. An aluminum radiator duct vents the hot air to the sides, rather than straight back onto the cylinder.
(Below left) Steve Colley was impressive in his Gas Gas debut, but a poor second loop held him back.

also dabbed in section 10, was five marks behind on six, while on seven were Camozzi and quiet Italian Gas Gas veteran Donato Miglio.

Tarres was far from happy with eight, and he was joined by Japanese rider Takumi Narita and no fewer than three British riders in the shape of Lampkin, Steve Colley and a very-confident-looking Graham Jarvis. Jarvis has grown in stature since claiming the factory Scorpa ride, following Camozzi's deflection, and surprised many with his efforts.

The organizers had stiffened up five sections for Sunday's two loops, the maximum permissible under FIM rules, but it was in vain, really, with the terrain available. Praying for overnight rain was also a dead-loss, so more low scores were expected.

Colomer started as the clear favorite on Sunday, but at only the third section he collected a stunning five to open the whole trial up again. Ahvala surprisingly needed three here, but he was in bril-



Briefly...

The Gas Gas ridden by World Champion **Jordi Tarres** was the photographers' favorite mount in Luxembourg, as it was completely remodeled in the radiator area. The front downtubes on the frame were brand-new and sported heavy bracing in the headstock area. The aluminum radiator was a new item and featured neat, handmade aluminum ducts around the cooling fan. The ducting swept the hot air out to the sides of the radiator and not back over the engine as is the usual. This is an experiment by development engineer **Josep Paxau**, who also made an aluminum fuel tank which was made necessary by the air-ducting. Jordi's engine is also of a larger size than the production machines, somewhere in the range of 270cc.

The Gas Gas camp was also proud of the 330 ridden by **Joan Pons**. The bike was finished in a very **different color scheme**. A black, carbon-fiber-colored seat/rear-fender unit was complemented by light-blue radiator panels and a mucky bronze-painted front fender and headlight unit. General consensus was that it looked a mess, but could look good if they dropped the dung color and made more with light blue.

Montesa's factory prototype Cota ridden by **Marc Colomer** is now running and looking very well. The development work is still very much ongoing and many new parts are being tried. It looked very rough last season but now looks a lot cleaner and professionally finished. Colomer looks confident and could easily return to the form that made him a real World Championship contender in '93.

Tommi Ahvala reaped the reward of a winter spent practicing in Spain instead of taking his usual break back home in Finland. The work spent developing and practicing on the new Fantic Section resulted in a well-deserved win. Tommi is a picture of confidence and the Fantic is performing well. It is not the best-looking of machines, though, and the new Fantics look well used. There were no obvious trick parts on Ahvala's mount.

The British riders look confident this season and fielded no fewer than four riders in the points - the same as the all-conquering Spaniards. **Doug Lampkin** is still the pick of the bunch with **Steve Colley**, brilliant but erratic, now coming under pressure from **Graham Jarvis**, who takes up the Scorpa challenge. **Rob Crawford** needs something other than a standard Yamaha TYZ if he is to move up into the top 10.

Diego Bosis had a spare Beta Techno on hand that sported large radiator panels which served no other purpose than to provide more decal area. Bosis opted not to use the panels in the trial as the team doesn't yet know if the fittings affect the engine cooling. Could be that we'll see trials bikes following the faired-in treatment that MXers are now receiving.

Kenichi Kuroyama, at 16 years old, only just failed to make the points on his World Round debut. The Japanese Beta youngster was in his element in the tight, technical Luxembourg sections, but it remains to be seen if he has the physical strength and technique to cope with the slippery terrain and bigger sections. He certainly looks a bright prospect.

liant form elsewhere, while Tarres was a totally different proposition to that seen on Saturday. Back was Tarres the World Champion, flowing and moving as one with the bike. He bounced right back into contention with the best score on the day's opening loop and then, just to prove he was back in the groove, did it again on the final loop.

"I rode much better today. Yesterday I did not feel right and I think I lost too many marks to win now," reflected Tarres correctly as he waited for his rivals to finish.

Ahvala was next in and his face lit up as his three-mark final lap put him ahead of Tarres. The pair then waited for Colomer to finish. Colomer, never one to smile much, arrived, looked at the scoreboard and shrugged his shoulders. He knew that a final loop of five was too many and Ahvala had drawn first blood.

Camozzi too had motored around the final circuit for three, and this proved enough to join Lampkin - who needed a four - on a total of 21. Because of his better day-one results, Camozzi was happy to accept fourth.

"Obviously, I'm not too chuffed to finish fifth, but I'm not too worried," said Lampkin. "What matters is that there is nothing at all wrong with my riding. I'm right on the pace."

Poker-faced Spaniard Joan Pons was only a point further adrift in sixth on the Gas Gas 330, and he was comfortably ahead of Miglio in seventh. Colley only made eighth place, thanks to a dynamic last lap of five which followed a nightmare opener on Sunday when he suffered a massive 22.

"Everything that could go wrong did," said an exasperated Colley with his head in his hands. "I just want to forget this."

Amos Bilbao was ninth after a weekend which saw his seesaw between brilliance and mediocrity. Overall, though, it was a positive performance from the fun-loving Spaniard and a revelation after last season's nightmare.

In 10th came Jarvis, after another confident day, although he was let down by a slice of cruel luck when his throttle cable broke just as he cruised to the end cards of the seventh hazard. And on the final lap, his new alloy swingarm broke on the loop. Although this didn't cost him a mark, he then dropped three in the next one following the flap to replace the item with the steel one from minder Malcolm Rathmell's bike.

Diego Bosis didn't seem too worried with his 11th-place finish, but Narita was pretty devastated with 12th. As Narita studied the scoreboard, he said, "I have a problem, but I don't know what it is!"

Completing the point-scorers were young Finn Joachim Hindren, Frenchman Christophe Camozzi - Bruno's brother - and Rob Crawford from Northern Ireland, who gave Yamaha a sole point on his TYZ. CN

Trial Club Warken
Ettelbruck, Luxembourg
Results: April 8-9, 1995

CHAMPIONSHIP: 1. Tommi Ahvala (Fan) 13; 2. Marc Colomer (Mon) 14; 3. Jordi Tarres (G-G) 14; 4. Bruno Camozzi (Bet) 21; 5. Doug Lampkin (Bet) 21; 6. Joan Pons (G-G) 22; 7. Donato Miglio (G-G) 30; 8. Steve Colley (G-G) 36; 9. Amos Bilbao (Bet) 38; 10. Graham Jarvis (Sco) 40; 11. Diego Bosis (Bet) 40; 12. Takumi Narita (Bet) 41; 13. Joachim Hindren (G-G) 43; 14. Christophe Camozzi (Bet) 48; 15. Robert Crawford (Yam) 49.

WORLD CHAMPIONSHIP TRIALS SERIES POINT STANDINGS (After 1 of 10 rounds): 1. Tommi Ahvala (20); 2. Marc Colomer (16); 3. Jordi Tarres (13); 4. Bruno Camozzi (12); 5. Doug Lampkin (11); 6. Joan Pons (10); 7. Donato Miglio (9); 8. Steve Colley (8); 9. Amos Bilbao (7); 10. Graham Jarvis (6); 11. Diego Bosis (5); 12. Takumi Narita (4); 13. Joachim Hindren (3); 14. Christophe Camozzi (2); 15. Robert Crawford (1).

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Round 3: Shawn Gerber Memorial Hare & Hound

Hamel dusts Davis

By Anne Van Beveren
Photos by Tom Van Beveren

JERICHO, UT, APR. 8

It was a race that Danny Hamel would like to forget.

It started badly when the Kawasaki ace missed his usual holeshot and found himself back in 15th at the bomb. It got worse when he worked his way up into second only to find that blinding dust prevented him from making a move on Team Green teammate Ty Davis. And it hit an all-time low when he missed a corner in the dust and did a spectacular endo that left him face down in the dirt with his Kawasaki KX500 on top of him.

But despite one setback after another, Hamel refused to give up and, when the checkered flag dropped at the end of 86 miles of dusty racing, the Nevada hotshot achieved what even he thought was impossible and had chalked up his third overall win in this year's best-four-out-of-six AMA National Hare & Hound series.

"That was about the hardest race I can remember," said Hamel, shaking his head as he caught his breath on the finish line. "I was struggling right from the start and to tell you the truth, I didn't think I was going to win this one. I'm just glad it's over and that I only need one more (overall win) to sew up the series."

Despite a long trip for Southern California racers, most of whom spent about 11 hours on the road to get to the starting line at the Little Sahara Recreation Area, 100 miles south of Salt Lake City, the Hare & Hound contenders turned out in force and the Expert class alone reached almost 100 entries by the time the event got underway.

The racers were greeted by a three-loop course and a wide variety of terrain, which have worked together over the years to make the Sage Riders M.C.'s Shawn Gerber Memorial Hare & Hound one of the favorite rounds of the championship series.

They were also greeted by what has become known as the event's "typical" weather - the not-so-favorite combination of threatening dark gray clouds, cool temperatures and gusty winds that rocked pit vehicles back and forth on their springs and blanketed the pit area with thick dust.

The start line in the middle of the region's infamous sand dunes was just as familiar and it was slow going for most of the racers when the banner dropped just after noon on Saturday. The dunes section had been cut to less than a mile but a tricky across-the-grain layout made it the toughest mile of the race.

"If you weren't first off the line, you were in trouble," said Over 40 series leader, Rex Staten, who got a slow start and was back in the 20s at the bomb. "Everybody was falling all over the place in the sand. You had to keep stopping to miss them and I lost a lot of time trying to pick my way around them."

Over 30 ace Drey Dircks was one of the fallen.

"That was my first time in the sand dunes and I didn't know any better," said the motocrosser-turned-desert racer, who tackled the sand full speed ahead. "I went flying into one of the dunes and the bike just stopped. It pitched me over the bars - a complete endo right off the start."

But experience didn't seem to help a whole lot, either. Hamel missed his jump when the banner dropped and was 20-something when he hit the bomb. Jeff Capt discovered that Honda's XR628 four-stroke leaves a lot to be desired when it comes to popping up on top of sand dunes, while, on the other end of the horsepower scale, Jimmy Lewis reported that he had to get off and push to help his Yamaha YZ125 over a dune or two in the thick traffic.

For a while, there seemed to be more competition for last place than for first.

"I got the worst start of my career - six kicks," said KTM racer Todd Hoy. "I must've been about last to the bomb."

"No way - I was dead-last," said Donny Griewe, who also reported six kicks. "Being 60th at the bomb has to count for something."

Johnny Campbell launched his bid for last when he fell over right off the start and couldn't get his Honda XR628 restarted. A fall in the sand left Dave Ondas' KX500 running too badly to continue, and Jeff Lundgreen lost his electrics while he was riding to the starting line.

"I got a DNS - a 'did not start,'" said Lundgreen. "Is that any better than a DNF?"

The only racer who seemed to be having fun was Ty Davis.

"I was leading it to the bomb on my side of the start," Davis reported. "Some guy on a KTM got in front of me right at the end but I bagged him and once we got to the silty stuff, I knew I had an advantage because of the dust."

Local hotshot Dustin Headman tucked his Yamaha YZ250 into second as the 36-mile first loop got underway and Hamel worked hard to push his way through to third.

"It was so, so dusty," said Hamel. "By the time I got by (Headman), I couldn't see his (Davis') dust or nothing, and I thought, 'Boy, this is going to be a long day.' I started riding really hard. I was pushing as hard as I could and I started to see glimpses of his dust, and that's when I went off the road at speed up through the cedar trees."

Hamel was closing on the 25-mile marker and he has just removed his fogged-up goggles when he charged into the wilderness to take an unscheduled soil sample.

"I'm riding without goggles, my eyes are watering, the course went right and I went straight ahead through the trees. I'm flying off the road and I'm thinking, 'Oh man, this is not my day,'" said Hamel, who cartwheeled off the course and ended up face-down in the dirt with the bike on his back.

"It scared me pretty good. The wind was knocked out of me and I was wheezing. And it wiped out my visor. The first thing I thought was, 'I'm not going to go bullet-head the whole race.'"

It took an hour and five minutes to complete the 35-mile first loop. Davis led the way down pit row and was gassed and gone in 22 seconds. Hamel was one minute behind when he made

(Above) After a rough start that left him 15th at the bomb, Team Green's Danny Hamel worked up through the pack to take the lead and the overall from teammate Ty Davis. (Right) Fresh off his fourth consecutive National Enduro win, Ty Davis took time out to contest round three of the National Hare & Hound series. Davis led for most of the race but ultimately finished a slim 14 seconds - second overall - behind Hamel.

his pit row debut and extra time to change helmets put him a minute and a half back when he followed Davis out into loop two.

Donnie Book had his KX250 in third, three minutes behind Hamel; Zitterkopf led the four-stroke racers in fourth; and KTM racer Jim Gray, Utah's Dustin Headman and Todd Hoy followed in quick succession.

Dan Richardson brought his Honda CR500 into the pits in eighth but a quick look at the rear brake told him that was as far as he was going to go.

"It's completely fried. I've had no brake since about the 18-mile mark," said the Southern California privateer. "The bike headshakes real bad and it helps if you drag the brake. I've had a hard time with it going through brake pads but this is the first time I've ever not finished a National because of a bike problem with the Honda. What a long drive for nothing."

Mark Lundgreen and 18-year-old Nick Pearson, both piloting KTMs, rounded out the top ten, ahead of Brian Brown, and Jimmy Lewis' 12th overall put him 16 places ahead of the nearest 125cc competition. Over 40 leader Rex Staten was three spots ahead of class rival Steve Pitts in 21st overall, and Drey Dircks headed up the Over 30 racers in 22nd overall.

Honda pilots Jeff Capt and Johnny Campbell both took time out for a filter change.

"My filter clogged really early in the loop," said Campbell. "I rode most of the first loop like that and only had quarter-throttle."

The 20-mile second loop headed for the hills. Locals warned that the gray clouds that hung over the pits could mean snow flurries in the higher elevations, but Davis and Hamel had no time to think about the weather.

"I had a pretty good lead at the end of the first loop. I couldn't see anybody behind me and I didn't know where (Hamel) was, which is kind of rare," said Davis. "I was making mistakes here and there, and I was thinking, '(Hamel) must've broken or crashed. He should be on me by now.' Then all of a sudden he was, and it was full-panic racing as fast as I could go after that."

There was no time to appreciate the scenery as Davis and Hamel charged through the second loop, making short work of the back-and-forth trails that wound through the trees, and Hamel was only eight seconds behind his Kawasaki teammate as they headed into the desert terrain of the final 30-mile loop.

Behind the lead duo, little had changed. Book was still in third overall but he had lost some time and was four and a half minutes behind the leaders, and he slipped back to fourth overall when a quick pit put Zitterkopf back on the course just in front of him. Gray held fifth, Hoy had passed Headman for sixth, and Pearson, Mark Lundgreen and Brown rounded out the top ten.

Like many of the racers, Lundgreen praised the layout of the course and his only complaints were about the wind and the dust.

"It was a really good mix-up of terrain - fast roads, tight trees, lots of rocks. There was a lot of good stuff out there," said Lundgreen. "The dust made it really hard to pass and the wind - well, that was really different. It was blowing pretty hard and it would kick you around on the fast roads."

Kurt Hintz could have done without the tight trees.

"Some of the trees were a little too short for me. They can be a problem when you're six-foot-seven and I knocked myself off the bike twice," said Hintz.

It was throttles open all the way as Davis and Hamel tackled the desert terrain of the final 30-mile loop. Davis' determination, plus the blinding dust, worked to his advantage and kept Hamel back in the number-two spot mile after mile.

"He pulled away a bit in the sand dunes because it was so dusty and he was holding the lead in the long valleys, too, but then we got into what looked like a burn area with grass and stumps," said Hamel. "The ribbon was really, really hard to follow and there were no trails. We both came over a rise and he lost the ribbon. That was the one mistake I needed."

Davis continued straight while Hamel peeled off to the right in search of the course. Hamel spotted the ribbon first and, when the chase began again, it was Davis who was back in the dust.

"That was all it took - just one little mistake, and he was out in front," said Davis. "I thought I would be Mr. Sneaky on him right at the end but he saw me when we started getting into the lapped riders on the common course, and it was 110 percent all the way to the finish. He rode an awesome race."

Hamel described the final sprint to the finish as "full-on motocross all the way - just wide open," and when the racelong rivals flashed past the checkered flag at the end of 86 miles and almost two hours of racing, Hamel took the win by just 14 seconds.

"I looked back at the last check and he was right behind me. I thought, 'No way. I rode this hard all day, I can't give it up now,' so I went for it," said Team Green's Hamel. "We had a great race and the Sage Riders did an awesome job laying out the course. It had everything and the course markings were excellent."

Hamel's clean sweep of the three-race-old series leaves him just one win away from tying up his fifth National Hare & Hound Championship in a row and, with Davis making other plans for the rest of his race year, victory could come in as little as two weeks at round four of the series in Southern California's Lucerne Valley.

"This was probably my last National Hare & Hound this year," said Davis, who switched his attention to the National Enduro series at the beginning of 1995. "I'm pretty tied up for most of the other rounds. I had a lot of fun today - I like this area. I thought I was tough enough to ride a 500 here but I don't think so now. I would've done better with a 250."

KTM-backed Greg Zitterkopf brought his LC4 home eight minutes behind Davis to capture third overall and take his second Four-Stroke win in a row.

"This wasn't a four-stroke course at all. It was all sand," said Zitterkopf. "I'm very, very happy to get third and I'm surprised to do as well as I did. I got a top 15 start, so I was happy with that, and I had no problems. I just got really tired because I've been sick for the last week."

Capt took points for second in the Four-Stroke division in 14th overall, just two places ahead of Honda XR628 teammate Johnny Campbell.

"This puts me in a really good position," said Capt, who overalled the four-stroke competition in round one of the series. "Especially because I'm going to win (round four at) Lucerne. That's my favorite. I always do well there."

Fourth overall and first 250cc Expert was claimed by KX250 racer Donnie Book, who got a great start that put him up in front of Hamel in the early running.

"I let him (Hamel) by on a straightaway. Well, actually he just went by me, but I had a pretty good ride," said Book.

KTM pilot Todd Hoy turned the worst start of his career into fifth overall, coming in just ahead of Jim Gray, who he passed in the final 15 miles.

"It took me six kicks to get going and I just pinned it after that," Hoy explained. "I really had to ride more over my head than I had wanted to in order to catch up, but things worked out."

A disappointed Gray explained that he lost time when he got lost in the second loop.

"I got lost for probably 30 or 40 seconds," said Gray. "My goggles were really dirty from the sweat and the dust and I just missed a turn. I didn't see it and kept going straight, and it took me awhile to find the course again. Then, in the last loop going out through the sand dunes, I endoed really bad and that cost me a lot of time."

Gray was followed in by Mark Lundgreen and Dustin Headman, who had kept Hamel at bay in the early going.

"I just wasn't on today," said Yamaha-mounted Headman, "And it doesn't help when a National is the first desert race of the year for me."

Jimmy Lewis took a wire-to-wire win in the 125cc division in 12th overall, despite a complete lack of preparation.

"I thought the race was on Sunday, not Saturday. I was going to come up and get the bike set up today but instead, I had to race," said a surprised Lewis. "This isn't a bad finish for a minibike considering all the sand and it's not too bad for someone who didn't know he was supposed to be racing today. It was tighter than most hare and hounds, which is good, but it sure was dusty." CN

(Left) KX250-mounted Donnie Book ducks as he negotiates one of the more interesting points in the course layout - an over-under section. He finished fourth overall.

(Above) Under threatening skies the large field - including nearly 100 Expert class riders - got off to a tough start. The mile run through soft sand to the bomb was said to be one of the toughest parts of the course.

Little Sahara Recreation Area
Jericho, Utah
Results: April 8, 1995 (Round 3 of 6)

O/A: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Greg Zitterkopf (KTM); 4. Donnie Book (Kaw); 5. Todd Hoy (KTM); 6. Jim Gray (KTM); 7. Mark Lundgreen (KTM); 8. Dustin Headman (Yam); 9. Nick Pearson (KTM); 10. Brian Brown (Kaw); 11. Drey Dircks (Hon); 12. Jimmy Lewis (Yam); 13. Craig Smith (Kaw); 14. Jeff Capt (Hon); 15. Kurt Hintz (Kaw); 16. Johnny Campbell (Hon); 17. Rex Staten (Kaw); 18. Abe Baumann (Kaw); 19. Brad Christensen; 20. Sam Taylor (Yam); 21. Nelson Lucero (Hon); 22. Brook Finlinson (Kaw); 23. Steve Pitts (ATK); 24. Ed Sorenson (KTM); 24. Tony Bergman (Hon); 25. Quint Betts (Kaw).

OPEN EX: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Todd Hoy (KTM).

250 EX: 1. Donnie Book (Kaw); 2. Jim Gray (KTM); 3. Dustin Headman (Yam).

125 EX: 1. Jimmy Lewis (Yam); 2. Quint Betts (Kaw).

4-STK EX: 1. Greg Zitterkopf (KTM); 2. Jeff Capt (Hon); 3. Johnny Campbell (Hon).

0-30 EX: 1. Drey Dircks (Hon); 2. Abe Baumann (Kaw); 3. Alan Peterson (Yam).

0-40 EX: 1. Rex Staten (Kaw); 2. Steve Pitts (ATK).

Upcoming rounds:
Round 4 - Lucerne, CA, April 23
Round 5 - Reno, NV, October 1

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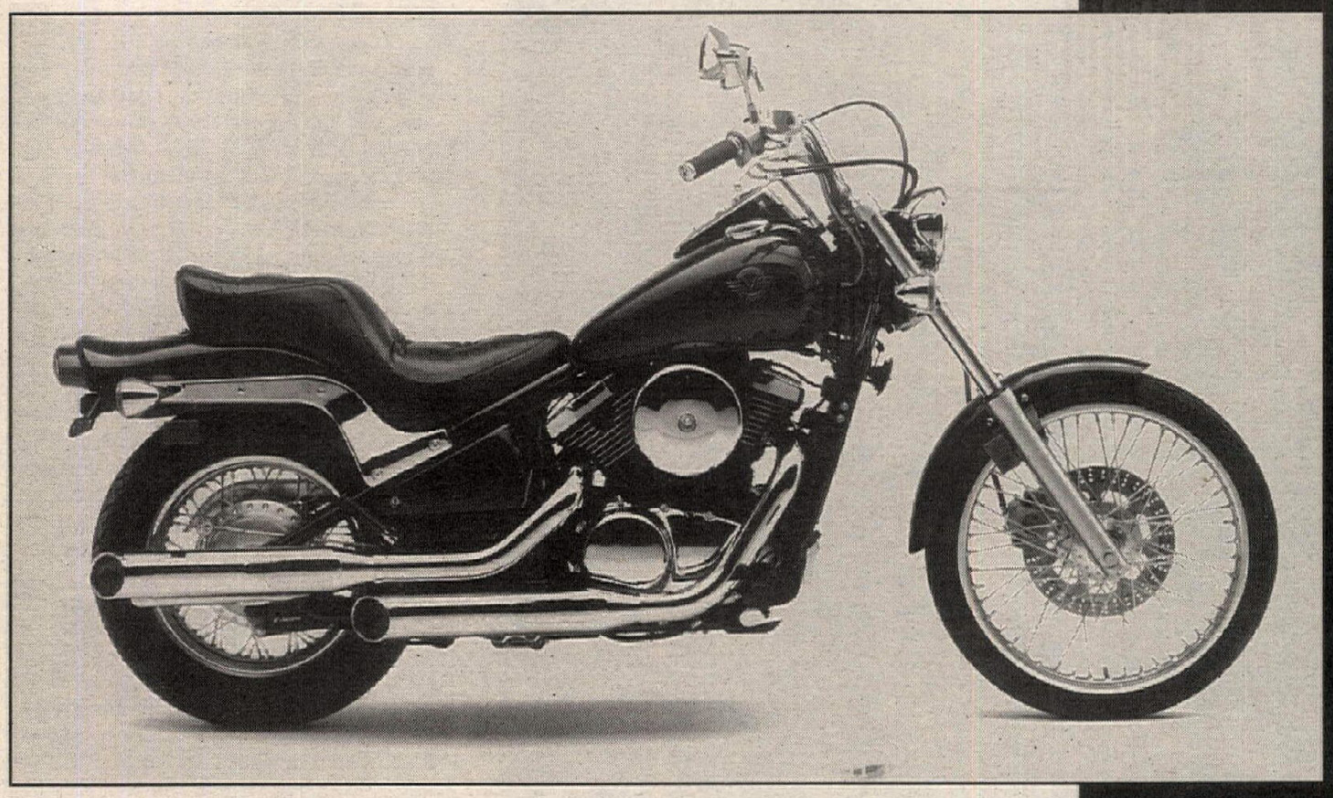

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Rounds 3/2: Loretta Lynn's Ranch

Summers outduels Cooper

By Davey Coombs
Photos by Jim Talkington

HURRICANE MILLS, TN, APR. 9

For the second time in three races Team Honda's Scott Summers emerged as the overall winner in the state of Tennessee after a fierce three-hour-long duel at the front of the pack. This time Summers' sparring partner was Team Suzuki's Guy Cooper. The two off-road superstars spent almost the entire race together, alone out front, wrestling for the lead in front of more than 400 other competitors in this combined AMA Grand National Cross Country/National Hare Scrambles event.

"Today was physical, that's for sure," said Summers, who narrowly lost the GNCC season opener to Ty Davis last month and then edged Scott Plessinger two weeks ago in North Carolina. "The course was really rough and chewed up and all of us were really going for it. I wanted this to be a physical race because I've been really working hard, and I figured I could outlast everybody else. Guy was in control most of the time, but in the end I just had everything come my way."

"We had some good battles going," added Cooper, "right up until that last lap, really. A lapper kind of messed me up and it really affected me. I was leading at the time, but I knew that Scott was in a little bit better shape than I am. I wanted to control the race and I tried leading him through the tight stuff, but when we got up to the lapper I went left to pass him in the weeds and he came off the trail to the left to let us by. I was just in a bad spot at the wrong time. Then Scott just pinned it through the rest of the tight section, knowing that if he could get away from me I wouldn't be able to get him back in the last three miles of the lap, which was faster and where I was more comfortable."

Team SCR Yamaha's Tom Norton finished third overall with defending GNCC champ Scott Plessinger finishing fourth. National Hare Scrambles Champion Rodney Smith rounded out the top five aboard his Suzuki.

Annually one of the biggest off-road races of the season, the Loretta Lynn's Ranch race offers points in both the GNCC and National Hare Scrambles Series. More than 400 riders made the trek to Mrs. Lynn's central Tennessee ranch and campground where they were greeted by a rough 10-mile-long trail. The centerpiece of the course was a grassy special test area, which offered the spectators an extended chance to watch Summers try to minimize Cooper's motocross skills each lap. The rest of the course was hilly, rocky and, in the early going, even a little dusty.

The leader at the end of the first lap was Hatch, who had a surprising cushion of 13 seconds on Cooper, who fell twice on the first loop. Summers, Norton and Suzuki's Randy Hawkins followed.

"I knew there was a good battle going on up there because stuff was flying pretty good," said Norton of the leaders' duel. "Cooper fell twice right off the start. I mean, we didn't go two miles and Guy was on his head twice. But he got back up and went right by me. I thought to myself, 'I'm not even going to try.' The first half-lap in a race like this everything is going to be crazy because no one wants to ride in the back where all the dust is. People were just cartwheeling everywhere because they can't see the holes in the ground or the roots or anything."

Hatch dropped back to third on the next lap, as Summers and Cooper began their duel and took the race away from everyone else early on. Norton diced with Hatch and early crash victim Plessinger for nearly two hours before easing away with third. However, the focus of the spectators remained on the two leaders. Rarely out of sight of one another, Cooper and Summers' epic duel kept the spectators entertained all day long.

"Scott and I both wanted to be in the lead quite a bit because of the dust," explained Cooper of their furious rush to the front. "We passed quite a few times in the trails because we both wanted to control the race."

"Guy was in control because he would pass me in the fast, dusty sections and I couldn't see around him," added Summers. "Then when we would get to a section that was really tight and he wasn't going as fast as I was, but I couldn't pass because there was no place to pass. That was allowing him to rest a little bit, so there was a lot of strategy going on out there. It was a thinking game."

"One more thing about Cooper," continued Summers. "He's got finesse on a bike. He can stand on the footpegs and do things on a bike that I literally cannot do."

One of the most impressive passes of the day occurred right in front of the special test area just before the white flag came out. Summers, holding the lead, took the high inside line around a right-handed off-camber turn. Cooper came in even higher, somehow making the corner between Summers' big Honda and the massive oak tree that marked the inside boundary.

"I had walked the track yesterday and saw that I could go down low and square off the corner coming back up," said Cooper of his strategy. "There was a rut developing and I figured that the next lap I would dive down low and try that line. When we broke from the woods I was right behind Scott and I think he thought I was going to the outside. He hesitated just a little and made a mistake by giving me room on the inside. I jumped inside of him and just nudged him out a little. It wasn't a hard hit or anything."

"It wasn't that big of a deal," said Summers of the pass. "We had a lap to go - 13 miles - before the race was over with and we were both kind of conserving energy and waiting until it really mattered. That was a good move he made because I was expecting him to go down to the bottom - that's what he had been doing all day. I just did a no-brainer and left it wide open for him to edge me out."

"I fell a few times today but not anything that cost me a lot of time, so that helped me improve from fifth or sixth like I got in the first two races," said Cooper of his improvement. "This track suited me a little bit more because there was more open stuff. In the tight stuff some of my teammates and Scott and those guys are a little faster than me, so today I didn't give too many seconds away."

"I got a break that last lap when the lapper slowed down Guy a little bit," said Summers of the white-flag lap. "As soon as I got around them I just took it up another notch and I think he got a little bit tired. Back when that lap started I just growled, grabbed the handlebars and said, 'Okay, I'm going to go blow or put a hole in the fence!'"

"I finally had a good day," said Norton, who now holds third in the point standings. "I've been getting really good starts with the Yamaha, so from the very beginning I was up there fighting. I got really hot the first lap because of the heat and the dust. I started thinking that I was going to drink my whole (water) bottle down in the first hour. I knew I had to gas after two laps, so I figured I would get a whole bunch of water dumped on me, so I just hung on until then. After that I just stayed pretty consistent. I don't think I dropped back too much from that point on."

Norton ended up finishing about five minutes behind Summers and Cooper for his best score so far in the still-young season. Plessinger checked in another two minutes back on his number-one KTM, while Smith was another 30 seconds back. Smith in turn held a lead of just six seconds on his teammate Hatch.

Seventh overall was Eric Mashbir of California, while Missouri's Steve Leivan notched eighth aboard a Yamaha.

"Scott Plessinger did a great job coming back," said Cooper of his rival, who completed the first lap of the race outside the top 15 after crashing hard. "I saw him crash right off the bat on this gnarly downhill. The bike kept going and he was just cartwheeling alongside it. I thought he was going to be out of the race. For him to get back up and finish fourth was quite a good ride for him." Plessinger's fine effort left him so drained after the race that he skipped the awards presentation and champagne ceremony for the top five overall finishers.

Two former National champions failed to finish at Loretta Lynn's. The '93 GNCC Champion Fred Andrews first bent the front brake rotor on his Yamaha when he landed on Norton during the early traffic snarl. Andrews swapped wheels but later picked up a front tire puncture after climbing back up into the top five. On his way back to the pits Andrews spotted multi-time enduro champion Randy Hawkins of Team Suzuki stranded alongside the trail with an empty gas tank. Having already abandoned the race, Andrews shared his fuel with Hawkins and the two rode back to the pits together.

Yamaha-mounted Doug Blackwell and Duane Conner also failed to complete all six laps, as did Honda of

(Left) Guy Cooper (156) and Scott Summers (5) battled back and forth for the lead until Summers pulled away on the last lap. (Above) Tommy Norton rode a strong race on his Yamaha YZ125, finishing third overall. (Above right) Defending champ Scott Plessinger never got a chance to latch on to the leaders and ended up finishing fourth. (Below right) Summers' win was a profitable one, as the race paid points in both the National Hare Scrambles and GNCC Series.

Troy's Tom Carson and Pennsylvania's Robert Bennett.

In one of the closest battles of the day, Yamaha-mounted Jeff Russell barely edged Team SCR boss Tim Shephard by four seconds to win the Vet A (30+) class. Both Russell and Shephard finished in the top 10 overall after dueling throughout the three-hour-long race. Terry Cunningham, like Russell, a former AMA National Enduro Champion, finished a distant third. CN

Loretta Lynn's Ranch
Hurricane Mills, Tennessee
Results: April 9, 1995 (Rounds 3/2 GNCC/HS)

O/A: 1. Scott Summers (Hon); 2. Guy Cooper (Suz); 3. Thomas Norton (Yam); 4. Scott Plessinger (KTM); 5. Rodney Smith (Suz); 6. Steve Hatch (Suz); 7. Eric Mashbir (Hon); 8. Steve Leivan (Yam); 9. Jeff Russell (Yam); 10. Tim Shephard (Yam); 11. Frank Keegan (Yam); 12. Todd Levesque (Yam); 13. Jason Haines (Kaw); 14. Brian Keegan (Yam); 15. Terry Cunningham (Yam); 16. Robert Patterson (Suz); 17. Todd Morain (Yam); 18. Kris Mooney (Kaw); 19. Martin Kehlmeier (KTM); 20. Jim Jarrett (Yam).

OPEN A: 1. Richard Bryan (KTM); 2. Marty Schrauben (Hon); 3. Brian Reider (Kaw); 4. Tanner England (Hon); 5. Jack Bailey (Hon).

250 A: 1. Frank Keegan (Yam); 2. Brian Keegan (Yam); 3. Brian Patterson (Suz); 4. Todd Morain (Yam); 5. Kris Mooney (Kaw).

200 A: 1. Todd Cevesque (Yam); 2. Jason Haines (Kaw); 3. Jim Jarrett (Yam); 4. Jeff Fredette (Kaw); 5. Shawn Belville (Yam).

4-STRK A: 1. Jared Green (Kaw); 2. Ralph Be Thorn (Hon); 2. Steve Thomas (Kaw); 4. Don Bohn (KTM); 5. Mark Martin (Hon).

VET A: 1. Jeff Russell (Yam); 2. Tim Shephard (Yam); 3. Terry Cunningham (Yam); 4. Rodney Benjamin (Hon); 5. Robert Lowry (Yam).

SR A (40+): 1. Tom Webb (Suz); 2. Terry Mealer (Yam); 3. Paul Michels (ATK); 4. Charles Dailey (Hon); 5. Rick Kent (Suz).

S/SR A (50+): 1. Harry Greenlee (Yam); 2. David Dehner (Yam); 3. John Oller (Kaw); 4. Wade Summers (Hon); 5. Gorman Smith (KTM).

OPEN B: 1. John Grimm (Yam); 2. Robert Lich (Kaw); 3. Shane Nalley (KTM); 4. Craig Goemmer (KTM); 5. Neal Singleton (KTM).

250 B: 1. Chris Hicks (Kaw); 2. Craig Cieslik (Hon); 3. Mark Pahanish (Kaw); 4. Darius Lattea (Yam); 5. Frank Anello (Yam).

200 B: 1. Jeremy Berwanger (Yam); 2. Joseph Hamor (Yam); 3. Jeff Yitzer (Suz); 4. Brock Busenbark (Yam); 5. Kip Haynie (Yam).

4-STRK B: 1. Ricky Towery (Hon); 2. Phillip Barker (Hon); 3. Billy Proffitt (Hon); 4. Brad Wade (Suz); 5. David Frackiton Jr. (Hon).

VET B: 1. David Molnar (Yam); 2. Daniel Reed (Hon); 3. Bernie Titzer (Hon); 4. Troy Schlereth (Hon); 5. Randy Fink (Yam).

SR B: 1. Woody Bramlett (Kaw); 2. Albert Chuppa Jr. (Yam); 3. David Scottow (KTM); 4. Jimmy Etheridge (KTM); 5. John Scalia (Hon).

S/SR B: 1. David Sanders (Kaw); 2. Patrick Freiburger (Hon); 3. Carl Donelson (ATK); 4. Guy Anderson (Kaw); 5. Gordon Stoneking (Hon).

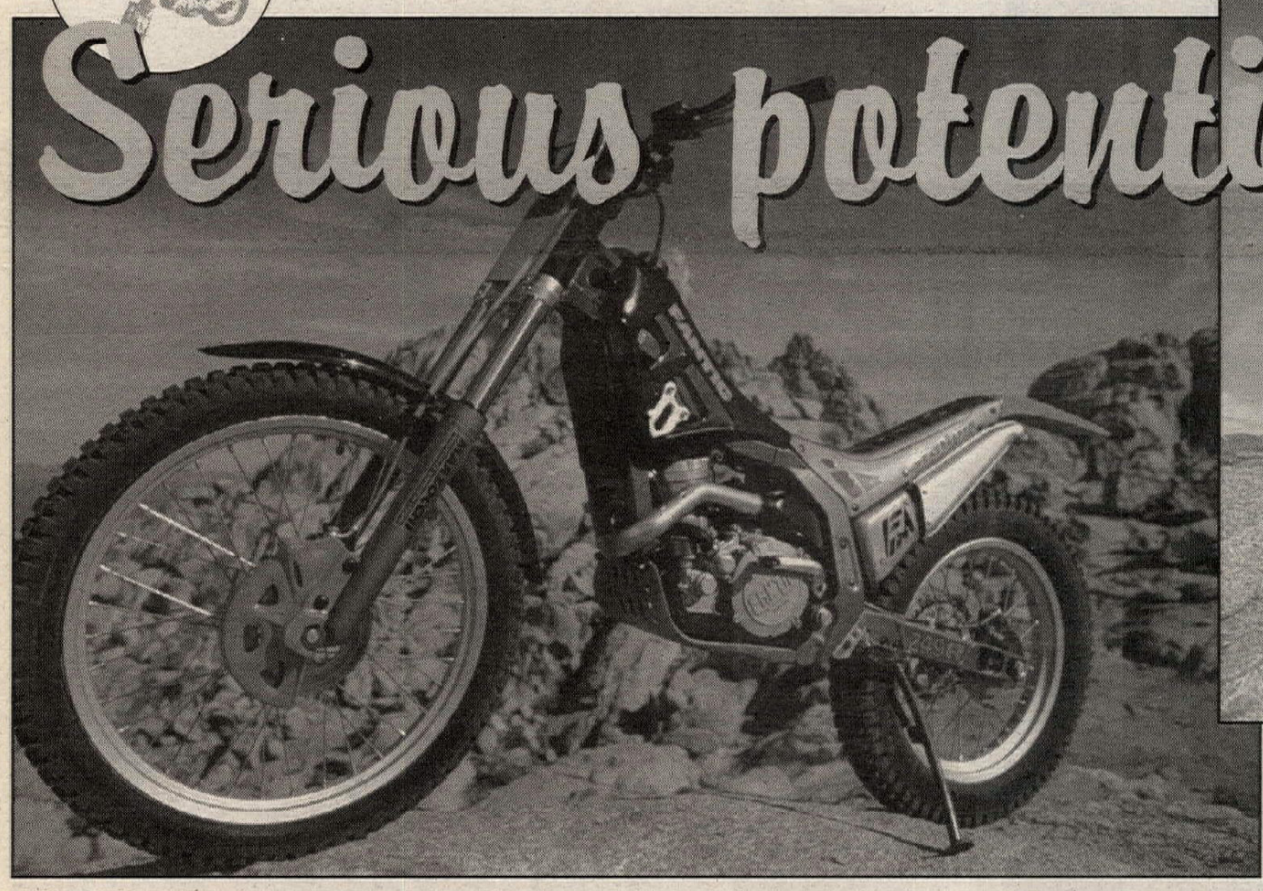
125/200 C: 1. Kevin Creekmur (Hon); 2. Chad Jarvis (Kaw); 3. Craig Jarvis (Kaw); 4. Ricky Thompson (Kaw); 5. David Brazzell (Kaw).

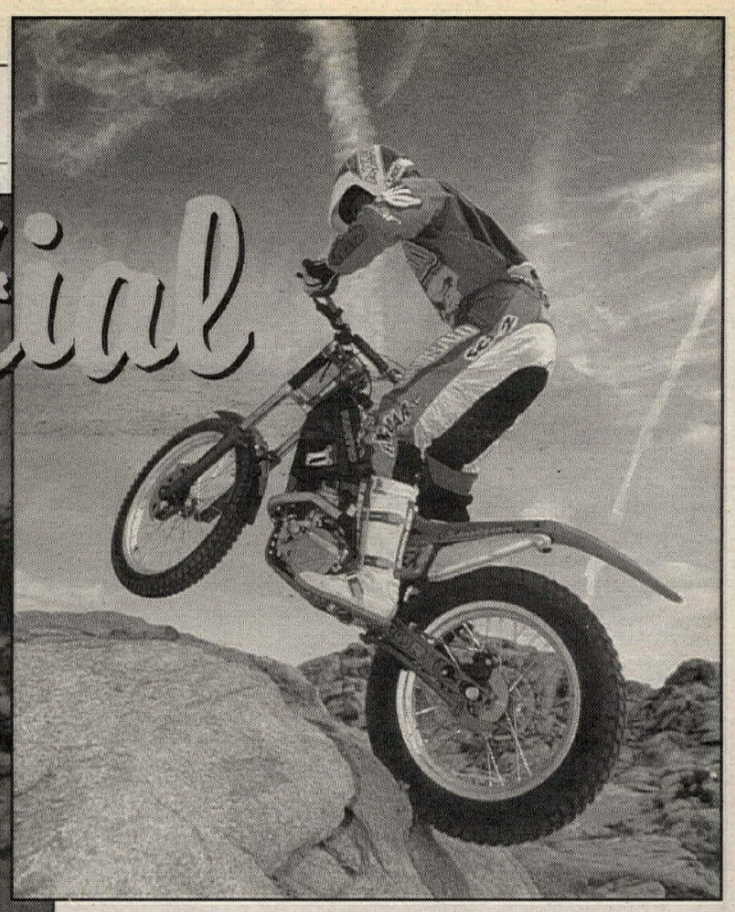
250/OPEN C: 1. Rob Zyonhurst (Hon); 2. Kevin Counsil (Yam); 3. Chad Sells (KTM); 4. Doug Cullun (Suz); 5. Troy Stanley (Yam).

GNCC CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 12 rounds): 1. Scott Summers (59); 2. Guy Cooper (50); 3. Thomas Norton (47); 4. Steve Hatch (Suz); 5. Scott Plessinger (36); 6. Fred Andrews (34); 7. Rodney Smith (33); 8. Randy Hawkins (29); 9. Tim Shephard (27); 10. Scott Phelps (20); 11. Ty Davis (20); 12. Jeff Russell (16); 13. Terry Cunningham (16); 14. Tom Carson (15); 15. Eric Mashbir (14); 16. Steve Leivan (13); 17. Frank Keegan (13); 18. Brian Keegan (13); 19. Duane Conner (13); 20. Larry Roeseler (13).

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES (After 2 of 9 rounds): 1. Scott Summers (48); 2. Rodney Smith (41); 3. Steve Hatch (36); 4. Ty Davis (30); 5. Scott Plessinger (28); 6. Eric Mashbir (26); 7. Guy Cooper (25); 8. Tommy Norton (21); 9. Cole Marshall (16); 10. Danny Hamel (15).

Serious potential





(Left) Black Beauty: The new Fantic Section is a work of art. The black, gray and orange machine is almost identical to the works bike Tommi Ahvala rode toward the end of last season. (Below) The Fantic engine is the first trials motor to feature a power valve.

By Donn Maeda
Photos by Joe Bonnello

When a motorcycle manufacturer goes to the drawing board to spec models for the new year, there are generally two options available, and both have their risks. One is to simply refine the existing package. By simply updating a part here and there, an existing motorcycle can be improved upon tremendously and take on an all-new feel. Experience gained through the previous season can easily be applied to the following year's production models, and this is usually the most popular choice. However, the risk in this boulevard lies in the existing machine's potential. If the design is non-competitive to start with, adding a few changes here and there could be too little, too late. Why beat a dead horse?

The other option is to scrap the existing design and start from scratch. Though an all-new model is exciting for the manufacturer and the buying public alike, creating a new machine has its risks as well. What could be negative about a new machine, you ask? To put it simply, teething pains. Though a brand-new machine gives the manufacturer the opportunity to introduce new technology and take a giant leap forward, such changes can also bring about a handful of problems.

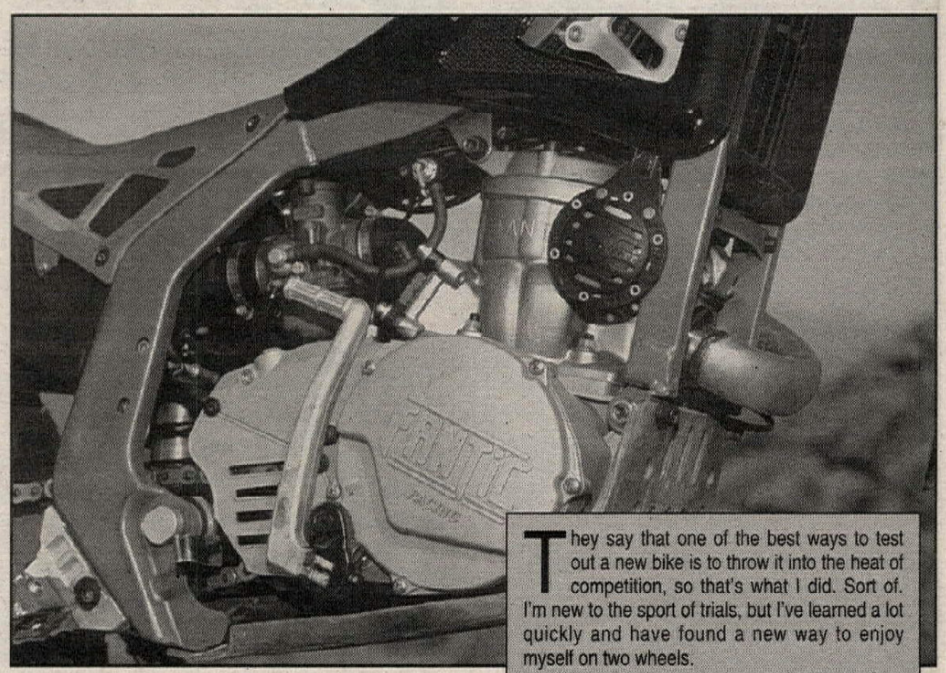
When it came time to make plans for the '95 production model, the Italian designers at the Fantic Motor Company found themselves faced with such a decision. Though they had dominated the sport in the mid-80s - capturing three World Championships with Frenchman Thierry Michaud - the Fantic marque had slipped from the spotlight in recent years. Development of the Key-Roo was influenced heavily by Diego Bosis and Donato Miglio, and though it was an excellent bike in the eye's of die-hard Fantic fanatics, the bike was looked upon as a bit bulbous and heavy. While many of its competitors were producing more compact, smaller bikes with perimeter frames, Fantic stuck with the traditional single-backbone double-cradle chassis design.

Enter Tommi Ahvala, the 1992 World Champion. The personable Finn came aboard at the start of the 1994 season after a multi-year stint with the Aprilia factory, and Ahvala proved to be the shot in the arm that the Fantic factory needed. Though he rode a production-based Key-Roo throughout most of the season, he played a major role in the development of a new prototype which he competed aboard in the final few World Rounds. The new bike was quite an eye-catcher - radically different from anything else the Italian factory had ever produced. Ahvala ended the series ranked second overall, and both he and the factory were quite confident in the new design. Thus, was born the 1995 Fantic Section, as the newest production machine from the factory appears to be nearly identical to Ahvala's '94 works bike.

The biggest news about the all-new bike is the engine. Though quite common in other types of competition motorcycles, engines equipped with variable exhaust valves had yet to be introduced into the world of motorcycle trials. Such a "revolutionary" new development set the trials world on its ear, but Ahvala seems to have already silenced the bike's doubters. Ahvala and his Section topped all comers at the opening round of the '95 World Championship Trials Series, held in Warken, Luxembourg.

The power valve, or "commando booster," is of a dual-piston design, similar to that found in past Suzuki RM motocross machines. The Fantic's exhaust valve, however, is a bit primitive by comparison. The power valve is driven by centrifugal force, and as the engine's rpm rises, a small linkage system causes two sliding pistons to open up and increase the volume of the exhaust ports.

But while power valves on motocross machines are designed with brute horsepower in mind, the system on the Fantic is actually quite the opposite. While advanced riders may like a harder-hitting, more exciting power delivery, the average rider longs for an engine that pumps out a smooth, steady powerband. Thanks to the Fantic's *adjustable* power valve, both can be had with a twist of a wrench. The valve's action can be adjusted by simply loosening or tightening the actuating cable. Taking up the slack will cause the pistons to open sooner, making for an excitable, expert-level power delivery. Loosening the cable and causing the pistons to stay shut longer will in turn produce a mellower, easier-to-ride style of power.



Skeptics will be quick to point out the higher level of maintenance required by a power-valve equipped engine, but in time, that should pass. The same criticisms were heard several years ago when power valves made their way into the motocross market. Today, every Japanese 125, 250 and 500cc motocross bike in production has a power valve. Decarbonizing power-valve components isn't a pleasant task, but neither is cleaning an air filter, right? Fantic recommends that the power valve be serviced initially after about the first 1000 miles, and every 1800 miles thereafter. Making sure that your bike is jetted correctly and using a clean-burning two-stroke oil will help keep the carbon buildup to a minimum. Our test bike, by the way, came jetted spot-on for our sea-level locale. We ran Trick racing gas and Honda's HP2 two-stroke oil mixed at 80:1.

As for the rest of the engine, the magnesium-cased powerplant has a hydraulic clutch that provides the usual light pull and excellent feel of such a unit. Fantic has retained their trademark forward-swinging kick starter, and although unusual-feeling at first, the

They say that one of the best ways to test out a new bike is to throw it into the heat of competition, so that's what I did. Sort of. I'm new to the sport of trials, but I've learned a lot quickly and have found a new way to enjoy myself on two wheels.

When you first set eyes on the Fantic Section, the good looks alone almost make you want to rush to a dealer and buy one. It's very trick-looking, with its gloss black plastic and carbon fiber highlights.

The first thing that struck me as strange was the bike's forward-swinging kick starter. I had trouble with it at first, but once I was used to it, it took only a single swipe at the lever to fire up the bike.

My favorite thing about the Section was the strong, yet smooth powerband. The power was easy to control over tough obstacles, especially with the ease of the one-finger clutch. I've never felt a better clutch. The power was always there when I needed it, and that's why I picked the Fantic to compete on. My other choices included a '95 Gas Gas JT25, which was a bit too violent for me, and a '95 Montesa Cota, which felt heavy in comparison.

The bike also handled well. The Section felt light and maneuverable, and seemed to have greater ground clearance than the other bikes. The suspension was good, but the rear end felt a tad soft for my weight. It bottomed hard a few times as I jumped off some larger rocks, but overall, both ends felt really plush.

As a package, I give the Fantic Section a thumbs-up. In the hands of a talented rider, there's no limit to what the new bike can do. Just ask Tommi Ahvala, who recently won the opening round of the World Championship Series aboard one.

Forrest Hayashi
Age: 35
Height/weight: 5'9"/175 lbs.
Specialty: Motocross
Riding ability: MX Novice, Trials Sportsman

arm is well-designed and provides ample leverage. Unlike its competitors, the Section may be started while sitting.

An all-new frame cradles the "revolutionary" engine, and the steel perimeter unit is just as interesting as the motor itself. At first glance, nothing about the squarish construction of the chassis is out of the ordinary. Until your eyes venture toward the back of the bike, that is. The seat and rear fender are made of a heavy-duty plastic material, and are unsupported by a conventional subframe. Instead, the rigid piece serves as the subframe itself, and supports the bolt-on silencer as well. A sano cut-out in the seat area can be removed with the twist of a couple Dzus fasteners, yielding access to the airbox and rear shock compression adjuster.

Fantic claims that the tailpiece is super-strong, but we would be remiss if we didn't report the problem we had. One of our testers took a fair-size tumble on the Section, and nearly broke the "subframe" in half. Both sides of the plastic piece cracked through to the airbox cutout, and a few tugs by hand could have severed the section completely off. Importer Bob Miller reports that the factory is already working on a fix, and that the Italian firm is conscientious about making good in such situations. Teething pains.

As for the rest of the machine, Marzocchi conventional forks were fitted to early models - like the bike we used for our still photos - but conventional Paioli legs will take their place on later production bikes. Our actual test bike was fitted with Paiolis. Out back, a Boge shock is fitted to the alloy swingarm. Both ends are fully adjustable.

In comparison, the Marzocchi forks felt a bit plusher than the Paiolis, and delivered a smoother ride. Both forks, though, do a great job of smoothing out the hits, both big and small. The rear end of the Fantic may very well be the most plush we've ever ridden. Only the Gas Gas JT25 can compare to the way the Section gobbles up inconsistencies in the earth's surface. Rebound action - both front and rear - is excellent, and taking advantage of the suspension action while unweighting the bike is almost second nature.

But even with the new-technology engine, the space-age frame design and excellent suspension, it can be argued that the Fantic Section's biggest selling point is its undeniably good looks. The black, grey and orange machine is a real eye-catcher, and though it is obviously a production machine, the bike screams "works." Carbon-fiber-look decals grace the bike here and there, and though they serve absolutely no purpose, they definitely add to the bike's mystique.

At $5350, the Fantic Section is right in the ballpark with the rest of Europe's trials offerings. Want to get your hands on one? Fantic Motorcycles are imported into the United States exclusively by Bob Miller of Miller's Motorcycles/Section One Trials Products. He can be reached at 445-B Prado Rd., San Luis Obispo, CA 93401, 805/543-7358. CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

I recently purchased a new Fantic Section, and feel that all areas of rider control have been improved by lowering the bike's center of gravity. The rear suspension continues to be very plush, though it is has longer travel than most of the competing manufacturers. My bike has conventional Marzocchi forks, and they have a nice plush feeling that takes care of the sharp impacts better than inverted forks.

The engine uses an exhaust power valve, but I don't feel that this is of any great significance. The power does feel stronger than previous Fantics - of which I have had six. The power is very linear, but there's no "coming on the valve" feeling to speak of.

As usual, the brakes on both ends were excellent. The new rear swingarm has an unconventional adjustment system, and this was initially a weak point. The aluminum materials used were not strong enough, and cracked easily. The faulty brackets were replaced with beefier ones by my dealer within two weeks.

The clutch initially felt quite quick, but I moved the master cylinder in closer to the center of the handlebar, giving the lever a greater range of travel and providing better feel.

The frame feels much more rigid and less flexible than previous Fantics that I've owned, giving for a more of a "platform" feel through the footpegs.

The bike is much slimmer and easier to move around on, and trick riding is easier done than on previous models. The bike has a light feel that is very enjoyable. All in all, the bike is definitely a great improvement over the old Key-Roos. Sure, the Section has its idiosyncrasies, but so do all of the other bikes.

Would I buy another one? Yes.

Clive Hannon
Age: 42
Height/weight: 5'9"/190 lbs.
Specialty: Trials
Riding ability: Advanced

Ever see a bike that was almost too pretty to ride? I almost felt guilty as I threw a leg over the Fantic Section - the bike looked so trick that it would almost be better off in a display case.

Almost.

Though I was a bit timid on the black and orange bike at first, I soon gained confidence in the Section and was back to my usual over-my-head antics. And to my delight, the Section helped me pull most things off.

At first, the bike felt tall and small at the same time. Small in the wheelbase department, that is - the Fantic doesn't feel as stretched out as other bikes. That sensation went away quickly, though, and after a few minutes I felt right at home aboard the long-legged machine. Suspension action was excellent. A convert from the motocross world, I found the Fantics longer-than-usual travel to my liking. Our test bike came with conventional Paioli forks, and after playing with the compression and rebound adjusters, I found them perfect for my weight and riding ability. Out back, the rear suspension could hardly be faulted. Large and small hits were gobbled up with relative ease, and the Section does a good job of keeping the rear wheel in contact with the earth.

Though the words "power valve" conjured up images of a rip-snorting Honda CR250-type powerband, the Section produces no such form of power. Instead, the engine pulls steadily off the bottom and well into the mid and upper ends of the rpm range. Our bike was initially set with the valves opening late, so the power was smooth, mellow and predictable. Removing the cable slack yielded a more exciting, zappy power delivery, and the difference between the two extremes was incredible. Like the Montesa Cota, the Section is truly a machine with dual personalities. I must admit that I liked the harder-hitting setting, though the easy configuration would probably help my scores.

Claimed weight, actual weight, dry weight and wet weight are all very important to motorcycle manufacturers. I prefer to go by sensational weight. Who cares how light or heavy a bike is - how does it *feel*? The Fantic Section is the lightest-feeling trials bike I have ridden to date. The bike is thin, nimble, and easy to maneuver on. Paired with an awesome set of brakes, the light weight of the bike made it extemely easy to flick the Section around.

Okay, down to the cold, hard facts. Yes, our test bike had some problems. The rear subframe broke, the chain adjusters gave way and sent the chain flying into the engine cases, and the buttons on our fuel-tank-mounted computer were whipped off by the flapping tie downs in the back of the truck. Ordinarily, I would have hammered a bike for such faults, but since I began testing trials bikes last year, I've learned a lot about the delicate machines. Unlike the CRs, RMs, YZs and KXs that I normally ride and review, trials bikes are not mass-produced by huge Japanese factories with unimaginable budgets. Instead, the primarily European machines are made in comparatively limited quantities, and all have their little faults.

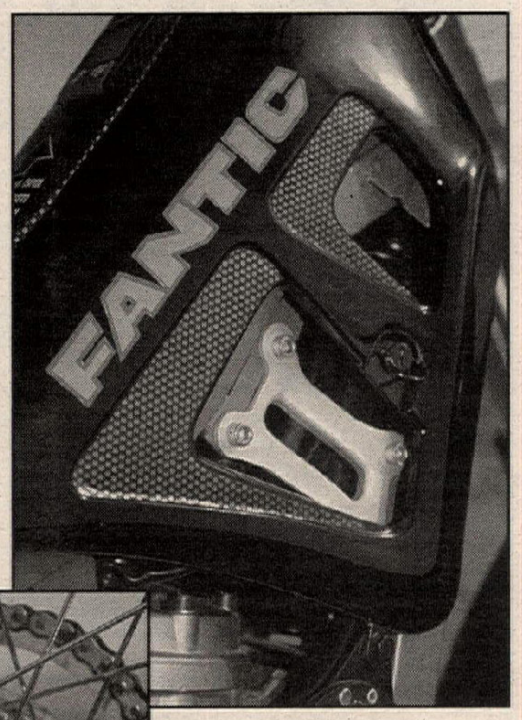
What faults, you ask? We shattered the rear hub on our Montesa Cota and were never really able to dial in the harsh rear suspension. The Beta Techno we rode was hard to start and had several important parts - like the kick starter - parted company with the bike for no apparent reason. Even our Gas Gas JT25 - six-time World Champion Jordi Tarres' weapon of choice - suffered an expensive rear suspension failure when the linkage bolts backed out while the bike was quite new.

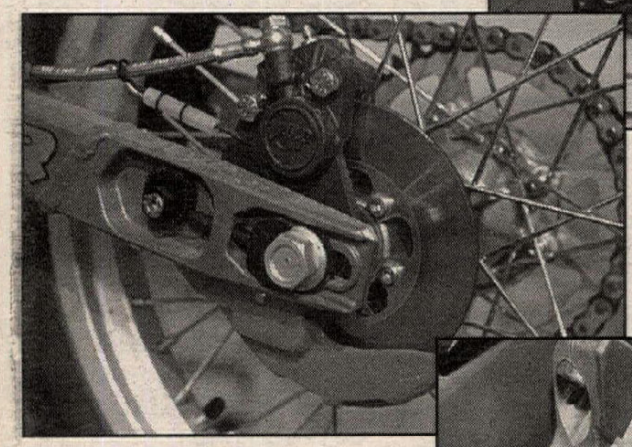
So what's the verdict on the new Fantic Section? Take a look at the headline.

Donn Maeda
Age: 26
Height/weight: 5'10"/170 lbs.
Specialty: Motocross
Riding ability: MX Intermediate, Trials Advanced

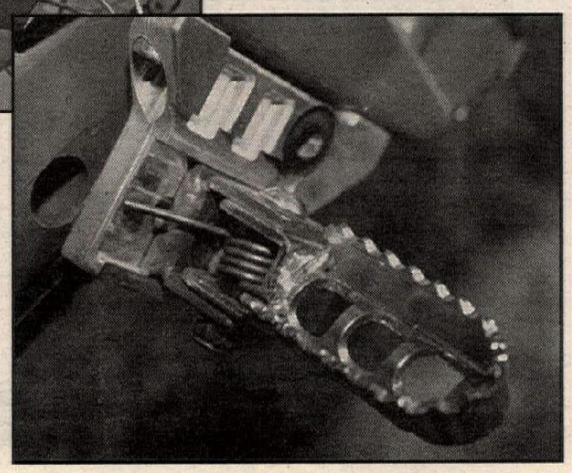
Fantic Section 249

List Price	$5350
Displacement	249.4cc
Engine type	Liquid-cooled single-cylinder two-stroke
Bore x stroke	74 x 58mm
Compression ratio	10.4:1
Carburetion	26mm Dell'Orto
Ignition	Electronic
Transmission speeds	6
Starting system	Kick
Fuel capacity	0.88 gal.
Wheelbase	51.5 in.
Seat height:	24.0 in.
Front tire	2.75 x 21
Rear tire	4.00 x 18
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	180.0 lbs.





(Above) Two Dzus fasteners hold on the radiator shrouds. No, that's not really carbon fiber.



(Above) The snail cam adjusters allow the rear wheel to be removed without disturbing the chain adjustment. (Right) The Section's footpegs are adjustable. Two settings - high and low - allow the rider to personalize their bike's ergonomics. We preferred the low setting.

Bits and pieces...

Another trick feature on the Section is its **adjustable footpegs**. Two settings are available - one high and one low. Switching the positions is as easy as loosening a single bolt and sliding the pegs into position. We preferred the lower setting, as it yielded a more spread-out riding position that made it easier for us to balance. The entire peg-mounting system is well thought out and very sturdy.

On the other end of the spectrum, however, are the **chain adjusters**. The snail-cam design is primitive in comparison to the sliding-block systems found on modern MX bikes, but oddly enough, is found on virtually all modern-day trials bikes. Make sure that the rear axle is adequately tightened - ours wasn't, and upon impact from a good-size splatter, the rear wheel cocked sideways and derailed the chain. The shaft attached to the wheel spacers bent away from the cam adjuster, making it difficult to reuse the cam in the same position.

The **radiator shroud/side panel** design is awesome. In addition to looking super trick, the panels can be easily removed for easy access to the spark plug, fuel tank and radiator. Two Dzus fasteners hold each panel on. The less we have to dig in our toolboxes to work on a bike, the better.

A **bicycle-style computer** is integrated into the fuel tank shroud. The tiny computer provides clock, speed, distance and timer functions.

Our test bike was prepared and maintained by Mark Hogan of **Hogan Engineering**. Hogan was able to do a sano repair job on our broken subframe, and plans to manufacture a stronger aluminum unit. Hogan Engineering may be contacted at 27030 Jordan Rd., Helendale, CA 92342, 619/952-3697.

The Fantic comes equipped with the best **headlight/kill/horn switch**. The multi-function assembly is well-designed and smartly positioned. Unlike the switches found on Gas Gas, Beta and Montesa motorcycles, the Fantic switch cannot be accidentally hit by the riders thighs, chest or crotch in out-of-control situations.

The dual cat-eye design of the front **headlight** is undeniably cool.

Transmission action is a bit notchy at first, but the gearbox breaks in quickly after a few hours of riding and a change of transmission oil. Second and third gears were perfect for most sections.

The combination of **AJP wheels** and Michelin tires can hardly be faulted. If there's traction to be had, the Michelins will find it.

A **beefy skid plate** protects the bike's underside, and glides smoothly over rocks without a snare. Though it could be extended further on the sides to offer greater protection, we experienced no problems scratching the engine cases.

The front and rear **AJP brakes** needed some breaking in, but once well-seated, delivered magical performance. One finger was all that was needed on the front brake lever, and the rear brake pedal was easy to find with your boot.

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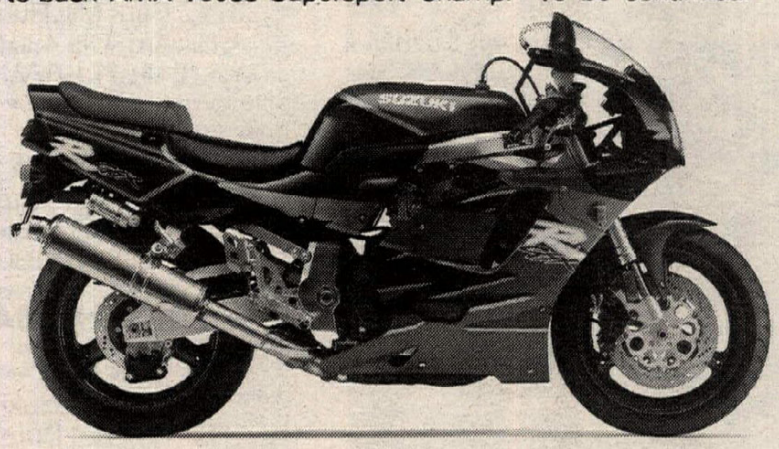

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Round 2: Dutch GP

Everts bites the bullet

By Alex Hodgkinson

VALKENSWAARD, HOLLAND, APR. 9

Belgium's Stefan Everts bit the bullet and put the memory of his Spanish GP injuries out of his mind as he repeated his 1994 performance at the Eurocircuit at Valkenswaard to win both motos of the second round of the World 250cc MX Championship, the most prestigious off-road series outside the USA, and move to the head of the standings.

It was a great day for the JHK/Silkolene-sponsored official Kawasaki team, as American Tallon Vohland moved to second in the standings after placing third of the day, easily the best non-sand expert, while local rider Remy Van Rees had joined his teammates in a 1-2-3 finish in the first moto.

The race was a disaster for the rival Johnson Bieffe Suzuki squad. First round winner Marnicq Bervoets dropped to fourth in the standings after collecting just five points all day as a result of crashes and a broken chain.

Bervoets was dead-last at the end of the first lap of moto one. "I got caught up in a collision at the third corner, but I was still around 10th place," he said. "Then I made a mistake and crashed right off the track over a deep berm. I went in a ditch and was up to my knees in mud. That's why it took so long to get away again."

Bervoets' troubles were still not at an end. As he finally caught up to the back of the pack on the third lap, he crashed again on a deeply rutted jump and faced a long hard ride back to 11th.

"I was there with two laps to go, but it was nearly 25 seconds to the 10th man so I had to settle for that," said Bervoets.

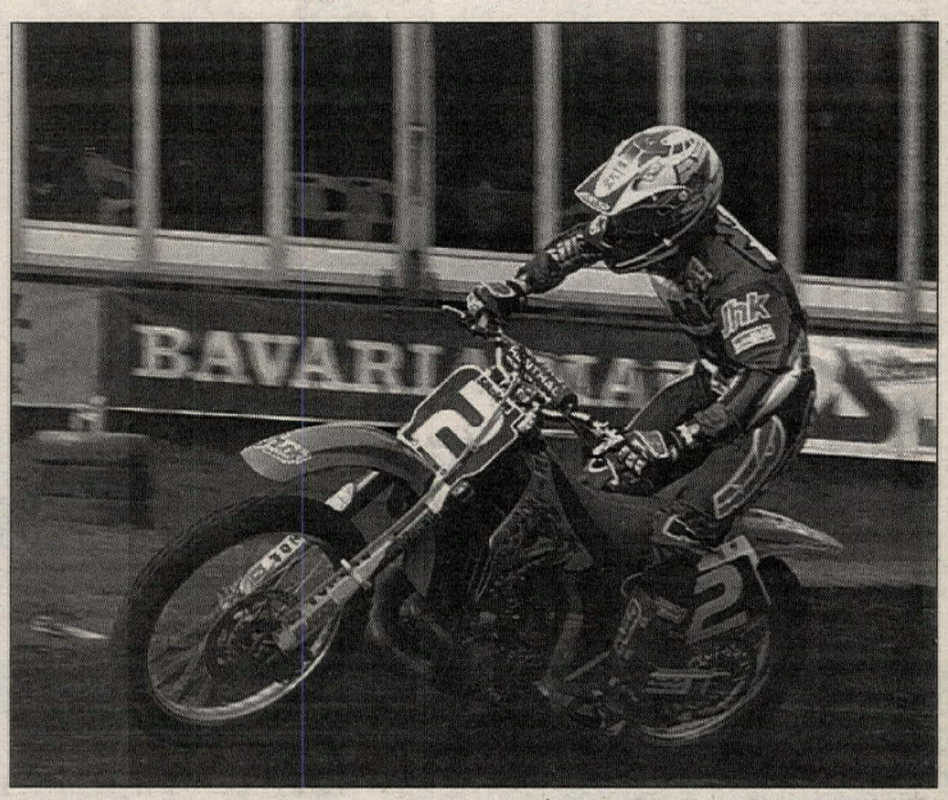
His Suzuki teammate Werner Dewit had led on lap one, but it didn't last for long. The stocky Belgian was furious with the organizers, saying "I got Vohland for the lead coming out of the first turn so I was the pathfinder. The organizers had promised us that they would bulldoze the ruts on the face to the big jumps at the back of the track before each moto, but I hit the first really big one and they hadn't done it! I got thrown sideways but managed to hold on to it. I was still in front but I couldn't get back onto my line for the next corner and my front wheel slammed into a huge rock. The tire went flat right away. I managed to keep the lead but the tire dragged me down after a couple of laps and I bent the bars. Still, I got back to the lead again, but I fell two more times."

Dewit finished ninth.

The Suzuki misery was joyful tidings for the Kawasaki team who proceeded to score a resounding 1-2-3 sweep. Vohland led twice and was still not far behind at the finish.

"I just rode a nice steady race and made sure I didn't fall," said Vohland. "My motor was pinging in the final ten minutes - I guess it's down to this lower octane fuel - so I couldn't really push Stefan hard for the win."

Everts had passed Vohland through the finish area and only did as much as was necessary to win. "I'm still far from fit and I didn't know how well I would last the 45 minute race," said Everts. "I just kept the leaders in sight early on, moved past Tallon at half an hour and was satisfied to win by a few seconds."



Van Rees completed the De Groot team's podium domination after a steady race in which he never allowed the Chesterfield Suzuki duo of Tragter and Giesbers to get too close.

The Yamaha challenge was soon in tatters.

"I realized that my rear brake was not working as I went to the gate, but my mechanic could not come to me," explained Yves Demaria. A leaking cylinder was suspected. Eighth on lap one, the Frenchman quit on lap two after crashing into another rider as the shortage of braking power meant that he was unable to stop quickly enough.

Bob Moore had started well, but all went wrong for the American.

"Someone collided with Bader (Manneh) at the third turn and I went straight into them and then the rest of the pack rode into me," he said. Fifteenth on lap one, Moore ended up 13th.

Manneh, 18th in race one, holeshot the second moto but was soon dropping back and out. "I've had stomach cramps all day," said Manneh. "I hadn't wanted to start again." Everts wasted little time in passing the American, and went on to lead every lap. The Belgian rode a masterly race, doing no more than necessary to hold his advantage.

Twice he was challenged. Tragter charged through quickly from fifth to second.

"I got it down to four seconds at one point, but the clutch was slipping the whole race and I started to get tired," said Tragter.

The next man to go after Everts was Dewit, and he looked a likely winner with five minutes to go, only to get a bad run through lapped traffic which forced him to settle for a safe second.

Demaria also passed Tragter in an excellent ride against the sand experts. Bervoets had not lasted long, as he crashed and then retired with mechanical woes.

"I got a pretty good start and had passed Giesbers for third, but then I made a stupid mistake on the first lap and crashed," said Bervoets. "I got back on 18th and was up to 11th again before the chain snapped."

Vohland had also been in trouble early on, saying, "I spun round in a tight turn and that left me with a lot of work to do. I had another fall mid-race, but I held on and came away with eighth and second in the points."

Moore had a lackluster race which saw him drop out of the points just after half distance. He was 17th, one lap down. CN

(Left) Bader Manneh (58) holeshot the first moto, leading Stefan Everts (partially hidden), Yves Demaria (3) and Josep Alonso (70). (Below) Stefan Everts bounced back from a crash at the opening round and won in Holland.

(Left) American Tallon Vohland took over second in the series point standings. (Above) Round one winner Marnicq Bervoets (4) had an off day and dropped to fourth in the standings. Jaimy Scevenels (22) was 10th overall.

Dutch GP
Valkenswaard, Holland
Results: April 9, 1995

MOTO 1: 1. Stefan Everts (Kaw); 2. Tallon Vohland (Kaw); 3. Remy Van Rees (Kaw); 4. Pedro Tragter (Suz); 5. Leon Giesbers (Suz); 6. Peter Iven (Kaw); 7. Kurt Nicoll (Hon); 8. Jaimy Scevenels (Hon); 9. Werner Dewit (Suz); 10. Andrea Bartolini (Yam); 11. Marnicq Bervoets (Suz); 12. Miska Aaltonen (Hon); 13. Bob Moore (Yam); 14. Mark Eastwood (Hon); 15. Danny Theybers (Hon).

MOTO 2: 1. Stefan Everts Kaw); 2. Werner Dewit (Suz); 3. Yves Demaria (Yam); 4. Pedro Tragter (Suz); 5. Peter Iven (Kaw); 6. Leon Giesbers (Suz); 7. Kurt Nicoll (Hon); 8. Tallon Vohland (Kaw); 9. Joakim Karlsson (Hon); 10. Remy Van Rees (Kaw); 11. Miska Aaltonen (Hon); 12. Jaimy Scevenels (Hon); 13. Danny Theybers (Hon); 14. Joakim Eliasson (Yam); 15. Andrea Bartolini (Yam).

O/A: 1. Stefan Everts (Kaw); 2. Pedro Tragter (Suz); 3. Tallon Vohland (Kaw); 4. Werner Dewit (Suz); 5. Remy Van Rees (Kaw); 6. Peter Iven (Kaw); 7. Leon Giesbers (Suz); 8. Kurt Nicoll (Hon); 9. Yves Demaria (Yam); 10. Jaimy Scevenels (Hon).

WORLD CHAMPIONSHIP 250cc MX SERIES POINTS STANDINGS (after 2 of 15 rounds): 1. Stefan Everts (61/1 win); 2. Tallon Vohland (50); 3. Kurt Nicoll (46); 4. Marnicq Bervoets (45/1); 5. Yves Demaria (43); 6. Pedro Tragter (37); 7. Werner Dewit (29); 8. Peter Iven (26); 9. Remy Van Rees (23); 10. Peter Beirer (23); 11. Joakim Karlsson (23); 12. Leon Giesbers (21); 13. Bob Moore (20); 14. Miska Aaltonen (18); 15. Andrea Bartolini (17).

Upcoming Rounds:
Round 3 - Payerne, Switzerland, April 23
Round 4 - Maggiora, Italy, April 30

World Championship 125cc Motocross Series

Round 2: Spanish GP

Maschio surprises

BELLPUIG, SPAIN, APR. 9

For the second week in a row, there was a shocking, yet deserving young winner in the World Championship 125cc MX Series, as 21-year-old French kid Mikael Maschio broke the Italian domination of the class with a runaway win in the first moto of the Spanish round at Bellpuig and a solid fifth in race two.

The 31 points he earned moved Maschio to third in the championship behind series favorites Alessio Chiodi and Alessandro Puzar, who each rode two consistent, rather than spectacular races, to consolidate their positions in the series point standings. Puzar was still riding in great pain after dislocating two vertebrae in his back during practice at the previous week's Italian series opener.

Old hand Dave Strijbos also showed improved form to move into the reckoning with two leaderboard rides, the Dutchman losing the second moto narrowly to Massimo Bartolini on the factory TM. This, by the way, was the first-ever GP moto success for the Italian firm.

Claudio Federici, the winner in Italy, could do no better than seventh in the first moto and was involved in a first corner crash with American Jimmy Button and England's Paul Malin in race two. Button had chased home Federici in race one.

The first 15 in the series - eight Italians, three Frenchmen, Strijbos, Button, Malin, South African Collin Dugmore (who was a retirement late in race one while running toward the front) - will receive their expenses paid to the next round of the series at Cosquin in Argentina on April 30. CN

Spanish GP
Bellpuig, Spain
Results: April 9, 1995

MOTO 1: 1. Mikael Maschio (Hon); 2. Mauro Dal'Lago (Hon); 3. Alessandro Puzar (Hon); 4. Dave Strijbos (Suz); 5. Alessio Chiodi (Yam); 6. Cristian Ravaglia (Hon); 7. Claudio Federici (Yam); 8. Jimmy Button (Hon); 9. Luigi Seguy (Kaw); 10. Michele Fanton (Kaw); 11. Sebastien Tortelli (Kaw); 12. Jargen Fink (KTM); 13. Erik Camerlengo (Yam); 14. Brian Kjaer Jirgensen (Hon); 15. Leonardo Leoni (Hon).

MOTO 2: 1. Massimo Bartolini (TM); 2. Davey Strijbos (Suz); 3. Alessio Chodi (Yam); 4. Allesandro Puzar (Hon) 5. Mickael Maschio (Hon); 6. Erik Camerlengo (Yam); 7. Sebastien Tortelli (Kaw); 8. Mauro Dal'Lago (Hon); 9. Collin Dugmore (Suz); 10. Stephane Roncada (Hon); 11. Frederic Vialle (Kaw); 12. Philippe Dupasquier (Yam); 13. Leonardo Leoni (Hon); 14. Alessandro Belometti (Hon); 15. Xavier Colomer (Suz).

O/A: 1. Mikael Maschio (Hon); 2. Dave Strijbos (Suz); 3. Alessandro Puzar (Hon); 4. Alessio Chiodi (Yam); 5. Mauro Dal'Lago (Hon); 6. Massimo Bartolini (TM); 7. Sebastien Tortelli (Kaw); 8. Erik Camerlengo (Yam); 9. Cristian Ravaglia (Hon); 10. Claudio Federici (Yam).

WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (after 2 of 12 rounds): 1. Alessio Chiodi (59); 2. Alessandro Puzar (58); 3. Mikael Maschio (46); 4. Claudio Federici (44); 5. Dave Strijbos (42); 6. Mauro Dal'Lago (35); 7. Collin Dugmore (30); 8. Massimo Bartolini (28); 9. Erik Camerlengo (28); 10. Jimmy Button (28); 11. Sebastien Tortelli (23); 12. Paul Malin (18); 13. Michele Fanton (18); 14. Cristian Ravaglia (11); 15. Frederic Vialle (11).

Upcoming Rounds:
Round 3 - Cosquin, Argentina, April 30
Round 4 - Szczecin, Poland, May 14

Briefly...

The FIM announced in Holland that two of the six **fuel samples** taken at the opening 250cc GP in Spain did not conform with FIM regulations regarding distillation at 100 degrees Celsius and proportions of saturates and aromatics. The samples involved were taken from Swede **Joakim Karlsson** and Brit **Mark Eastwood**, both of whom said they had been using special fuel produced by BP. Eastwood had been a non-scorer in Spain but Karlsson had posted 7-9 moto finishes.

Karlsson's entrant Colin Reed commented, "I was assured before the start of the season by Les Thacker of BP that the fuel supplied to us was FIM legal and he said that they had been in regular contact with Senor Bulto, the president of the FIM Technical Commission. My decision to use the fuel was based on his claim that we would obtain consistent values, and this was particularly important to me as in earlier discussions with Esso. I had been advised that there were seasonal differences in the vaporizing factor of Super Plus unleaded pump fuel which meant that at certain times of the year in certain countries it would no longer be within FIM limits." Reed added that he would be sending the B sample from Karlsson for testing before the International Jury is reconvened to decide on any action. "I will expect a BP representative to accompany us to Geneva when the case is heard by the FIM Jury."

When asked to explain what **saturates and aromatics** were at a press conference neither Srb nor a member of the FIM Technical Commission present were able to illuminate. Srb said, "You can't expect a member of the Technical Commission to know anything about fuel tests." The four riders whose fuel samples from Spain were found to comply with FIM rules were **Pedro Tragter** and **Van Wessel**, both using Howell Racing Fuel, **Bob Moore** who, like his Rinaldi teammates, uses Elf, and Danish privateer **Jesper Jirgensen** who was using pump fuel from a local gas station.

Mark Eastwood scored two points in Holland using pump fuel bought locally on Saturday morning, while Karlsson was believed to be still using the BP fuel as registered 16-9 moto finishes.

Another six riders, including championship pace setters **Stefan Everts**, **Tallon Vohland**, **Yves Demaria** and **Kurt Nicoll**, were fuel-tested in Holland.

Addendum: A typical saturate is methanol, while amongst the most widely-used aromatics are zylonol and tytonol, both used in the production of glue. Both groups are performance-enhancing ingredients in fuel.

Honda factory rider **Kurt Nicoll** rode the Dutch GP with a specially-fabricated gas tank with a quick-filler cap from the world of endurance road racing. "It was my team manager Erik Geboers' idea to make the pit stop," said Nicoll. "In testing I found that I could ride two seconds a lap faster with a normal tank than with the bulky tanks necessary to race 45 minutes in sand. I planned my stop for the half hour. That way I had as long as possible to open up an advantage over the riders behind and hopefully not lose too many places. It is always difficult to say if I gained anything by the tactic, but I don't think I lost anything. I was only stood still for four seconds and I was in the work area for a total of 12 seconds to take on four liters, and I only lost one place in the first moto to my teammate Jaimy Scevenels and I repassed him while I lost none in the second. I should have been better-placed in the first race but a crash after 15 minutes when the front wheel went away cost me that."

A number of **privateers** made a fuel stop using **jerry cans**, but the other factory riders all used extra large tanks in Holland because of the additional consumption in a sand race.

The return to **40 minute plus two lap motos** are not the only other factor. Team Rinaldi chief mechanic **Iller Aldini** highlighted one of the problems facing teams this year because of the new fuel regulations which outlaw Avgas & leaded fuel. "We have also found that we are using 10% more fuel just because of the richer settings necessary since regulations outlawed Avgas & leaded fuel. Our bikes here are fitted with 13 liter fuel tanks. We hope that will be enough."

Sylvain Geboers was confident that the 12 liter tanks on the Suzukis would prove sufficient. "The problem at the Belgian GP last year was that something always seemed to crop up when we wanted to test fuel consumption with Greg Albertyn in sand. His aggressive riding style meant that he was using 10% more fuel than Bervoets and Dewit; they are both experienced sand riders and are not so heavy on fuel."

Jan De Groot did not want to disclose the capacity of the tanks on the Kawasakis, but admitted that they had larger fuel tanks for the Dutch race as well as incorporating additional capacity with a feed system underneath the seat.

Peter Beirer, fifth in Spain, was a non-starter in Holland. "I crashed on Saturday last week and needed 11 stitches in my left knee," he said. "I taped it up this morning and I wasn't in any great pain during free practice, but when I decided to replace the taping before qualification I discovered that the stitches had come out. It was not worth carrying on and risking damaging the muscles or getting an infection."

Frederic Bolley and **Marcus Hansson** were both still absent.

The **British 500 MX GP** scheduled for July 9 which was cancelled last week has been replaced by a German round at **Bielstein** on the same date, July 9. The nervousness on the currency markets at present caused the British to cancel as the recent fluctuations in exchange rate against the Swiss Franc (in which all FIM payments are calculated) meant that they faced additional expenditure of around $15,000 on the permit fee, travel indemnity and prize money payments. Germany will thusly host two rounds of the series this year.

Schwein wild

(Left) Cruisers of all kinds are selling well in Germany, but custom or stock, Harley-Davidsons by far enjoy the greatest popularity - if this little piggy (above) doesn't prove that, what will?

(Left) The Oldtimer vintage corral was brimming with Beemers (background), but also featured other European mounts like this NSU, as well as some beautiful old American bikes like this Harley-Davidson.
(Below) The "chopper" in Germany is the ultimate icon of Americana. The show attracted many aftermarket suppliers of parts - and whole motorcycles - to build any kind of custom imaginable.

By Bruce Scholten
Photos by BMT and Ali Paczensky

BERLIN, GERMANY, APR. 23-26

When Gottlieb Daimler built the world's first motorcycle in Germany in 1895, cruising was probably the last thing on his mind. If the third annual *Berliner Motorrad Tage*, or Berlin Motorcycle Days, is any indication, cruising is about the only thing on the minds of motorcycling Germans.

Held in the shadow of Berlin's *Funkturm*, an old radio tower as eerily unique as the Eiffel Tower in Paris, some 90,000 motorcycle fans thronged to this year's event.

Anyone who thought only Eurobikes like Bimotas, Ducatis, Moto-Guzzis and garden-variety Beemers looked right in Berlin got an attitude adjustment here. BMT drove home some plain truths. One: The cruising motorcycle culture popularized in the USA in the 1950s - symbolized by Dean and Elvis astride Harley-Davidsons - is now as much a part of German biking as Beemers are part of the States.

American bikers would have felt right at home cruising the seven big halls of the Berlin show. Like Coke and Levis, Harley-Davidson has burst out of mere cult status, becoming an emblem of Americana as universal as rock 'n' roll. And two: if riders can't be with the bike they love, they'll customize the one they're with.

"I'd love to own a Harley," said show press manager Ariane Hechtfisch, "but I like my 535 Virago - although I'd like to put straight pipes on it, like a Harley's." She is not alone. Her half-liter Yamaha is Germany's top-selling model and with 27 horsepower is easy to license and insure.

Despite their higher prices (roughly $26,000 for an Electra Glide), Germany just can't get enough Harleys. "They're sold-out until August, 1996," confirmed a manager of Hein Gericke, Germany's biggest dealer. In fact, with a market share of 3.1 percent, Harley owns more of the German market than Ducati, with 2.8.

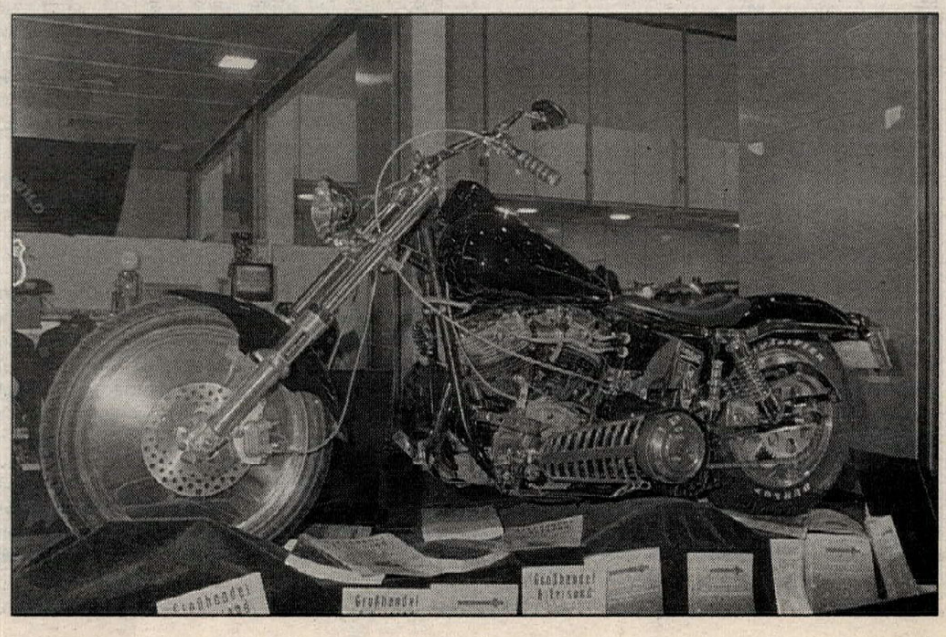
There were a great number of Harleys at the show, from the wildest customs - some more attractive than others - to box-stock models. And although there were a large number of aftermarket companies in attendance, they were restricted from selling anything, the organizers to keep the focus on the bikes themselves rather than having a swap meet.

There was also a large section of the event devoted to vintage bikes in the "*Zweite Hand* Oldtimer Show." BMW was naturally represented strongly, but other marques were on hand as well: NSU, Triumph, BSA and of course, Harley-Davidson.

Germany is enjoying a long-term motorcycle boom. Its 2.1 million licensed bikers buy more big bikes than riders in France, Italy, Britain and Spain *combined*. Rider registrations are 10 times that of 1970, and sales of 212,847 bikes in 1994 were close to the all-time record level of the year before.

Women now make up 12.7 percent of Teutonic bikers - compared to 9.6 percent in 1987. One reason for the rise in women riders, says Stephan Kunze, is, "The industry finally recognized women as customers with bikes like the Virago." Kunze is a 16-year veteran of AME, a small custom parts maker that is also the only company in Germany producing street-legal "chopper" frames. "The whole chopper thing for Japanese bikes in Germany started soon after the film *Easy Rider* came out," says Kunze.

Harley remains the icon behind the cruising scene, but even if Milwaukee never birthed another Hog, this city would keep on building choppers. The Germans will customize anything from a BMW to a Honda, and the huge draw to this very popular show proves that. CN



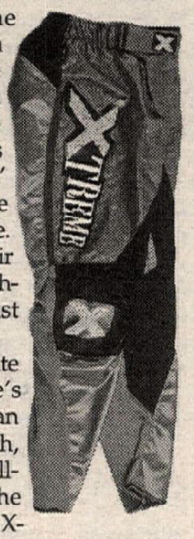
PRODUCT EVALUATION

Xtreme X-Lite Pants

When the box first arrived, I was sure that the guys at Xtreme had made a mistake. "Surely they sent a box full of foam puffs and forgot to include the pants," I thought.

But to my surprise, a pair of X-Lite Pants was inside.

Keeping in step with its competitors, Xtreme has introduced an economy version of their already popular Generation X Pants. At $99.95, the pants cost $40 less than their top-of-the line product, and to tell you the truth, I can't see why. My experiences with other companies' economy pants have been less than favorable. More often than not, their seams explode, the graphics fade, and they're just plain cheesy looking.



Not so with the X-Lite Pants. Because Xtreme's clothing designs are clean and simple to start with, only an "Xtremely" well-trained eye can spot the differences between the X-Lite and Generation X pants - there's little variation between the two models.

The X-Lites feature the same linerless 420 Denier Antron Nylon construction as the Generation X pants, and are designed to be worn in conjunction with Xtreme's X-Slider shorts, or any lycra stretch shorts, for that matter. A two-way stretch inseam panel runs completely around the inseam from the knees, and like they claim, this feature provides an incredible amount of flexibility. The victim of anterior cruciate ligament knee surgery, I wear not one, but two CTi 2 knee braces. For me, one of the toughest things about riding is finding a pair of pants that not only fit well, but are easy to pull on over my braces. The X-Lite pants meet both requirements. Thanks to their baggy cut and stretch-panel inseam, the pants are amongst the most comfortable I've ever worn. In addition, their lightweight linerless construction is a huge bonus when the weather gets a little warm. Riders who wear knee braces can relate - not only do you have to wear the braces, but the full-coverage knee-brace socks as well. That, combined with the liners inside your leathers can equal a pair of extremely overheated legs. In all honesty, I cut the liners out of all of my other leathers.

In the seat area, the X-pand two-directional stretch back panel keeps things comfortable, stretching with each movement you make. Up front, Xtreme's exclusive no-zipper front closure makes it easy to get the pants to fit just right. My only complaint with Xtreme's first-generation leathers was that they were on the hot side because of the thick, rubbery, large Xtreme logos that adorned each leg. That, however, is a problem of the past as the new-style Xtreme logo is smaller, thinner and more flexible.

Here at *Cycle News*, my fellow editors often badger me by referring to me as the "Style King" - mostly because I find it unacceptable to wear mismatched, stained or outdated riding gear while test-riding. I can just hear them now, teasing me about showing up at the track in a pair of "econo" pants. "What's the deal with the cheap stuff?" they'll ask. And I'll tell them: Xtreme's new X-Lite pants are the coolest, most comfortable leathers I have ever worn.

For more information contact Xtreme, Dept. CN, 2590 Jason Court, Oceanside, CA 92056, 619/630-6370.

Donn Maeda

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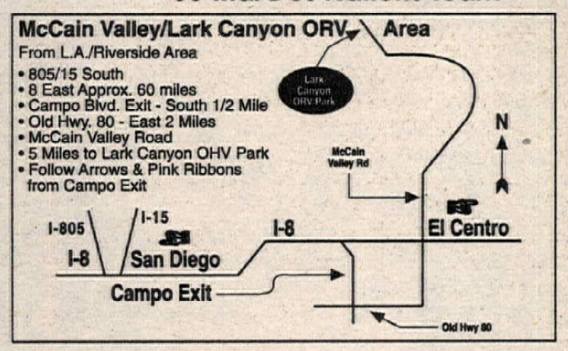

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INTERVIEW | Kevin Varnes

Revvin' right along

By Scott Rousseau

Modern dirt track racing is for all intents and purposes an older man's game. For every Scott Parker, Steve Morehead or Jay Springsteen competing in the AMA Grand National Championship Series, it seems like there is a crop of young riders like Kevin Atherton, Davey Camlin, Larry Pegram or Brett Landes who struggle through the ranks in an attempt to establish themselves alongside dirt track's veteran vanguard.

Some make it, and some don't. But based upon his early performances in the 1995 Grand National Championship season, Kevin Varnes appears eager to add his name to the list of Grand National Championship dirt track racing's young lions.

In just his third year as a GNC Expert, the soft-spoken 20-year-old from Pottstown, Pennsylvania, has begun to make a dent in the sport. Starting with his performances during Camel Motorcycle Week in Daytona, Varnes pulled off a big win during the Florida Flat Track Series at the Thunder Valley Short Track in Satsuma, Florida, before moving on to the Daytona Short Track. There, "Revvin' Kevin" - as he has been nicknamed by his peers - easily made the National and was running sixth ahead of Jay Springsteen for much of the race before crashing out of contention.

More good luck came the youngster's way when he and Goad hooked up with Gerry Booher and veteran racer Terry Poovey to form the USC Racing stable, undoubtedly one of the best-financed privateer teams in the series. In his first race aboard the USC Honda RS750, Varnes immediately produced results, marching his way into the National at the Pomona Half Mile via a direct heat transfer after a spirited dice with eventual winner Jay Springsteen. Despite falling back to 14th behind teammate Poovey in the 25-lap National, Varnes gave a good account of himself, and all of the necessary ingredients now appear to be in place.

When did you first begin riding in the Grand National Series?

Well, 1993 was my first Expert year, but I didn't start riding a 750 right away. I rode a 600 for the first half of the season, and then I started riding a 750 for Lancaster Harley-Davidson on one of Randy Texter's Harley-Davidsons.

What was your first race on the Harley-Davidson?

I think it was after the California series. I think it was Syracuse, on the mile. Then it wasn't too long after that we went to Hagerstown, and that was the first Grand National that I ever made. I was running seventh until there were about five laps to go, and then I fell off. Will Davis was ahead of me, and he blew some oil. I hit that, and away I went.

That (Texter's) bike had a very old engine. It wasn't one of the updated ones. I had a lot of breaks, and I only finished about three races that year.

Then in '94 you hooked up with Babe DeMay.

Not right away. I started out riding for Texter, but Babe DeMay was trying to get a bike ready for me. He was having trouble getting a motor from Harley-Davidson, but then he finally got his bike together. I rode Texter's Harley at Pomona, and then the next race after that was DuQuoin. That was my first race on Babe DeMay's Harley. He got the thing ready like an hour before it was time to go down there. He really didn't have enough time, and I was kind of disappointed because the thing felt a little slow, but it got better. But '94 was the first year that I went to all of the races.

You were still getting your feet wet then, but did you feel like you were making any kind of progress that would indicate you were capable of the things you've shown so far in '95?

Oh yeah. I knew that it was going to be hard getting used to working with Babe DeMay. Everything was new to me, riding a new bike and working with a new tuner. I never even talked to the guy until I met him for the first time there at DuQuoin. But he was pretty cool and easy to get along with. He knows an awful lot about motorcycle racing, but the bike really didn't perform as well as I thought that it would until later in the season. Then it started rollin' pretty good, and I was getting used to the chassis and the way it handled and stuff like that. I wound up missing something like six or seven Nationals by finishing fourth in the semis. I missed them by just one (position). That was a little frustrating, but I used every race as a building block to keep learning and keep going. I think I made four Nationals in '94.

Obviously you started racing long before 1993.

I started racing in 1985 when I was 11. Dirt track is the only thing I've ever done. The Varnes name has a long line of dirt track racers in it. My dad raced, and I have several uncles who raced, and my brother Jim. It looked fun, so I tried it. My family has always been a big help in my career. When I was coming up, my dad always built my bikes, and there was no pressure. He just said to go have fun.

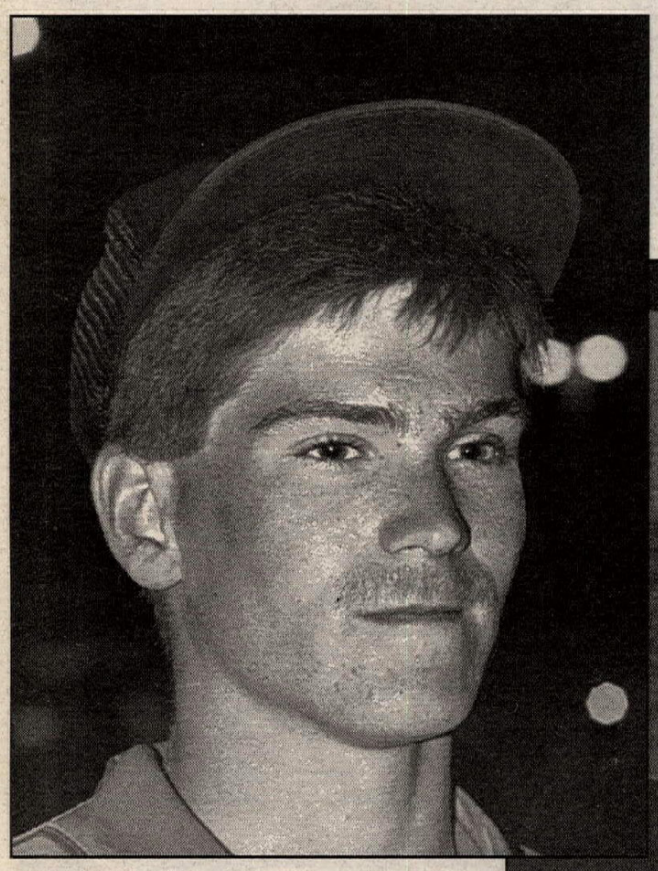
You've said that you like riding the 600s a lot more than you like riding the 750s. Why is that?

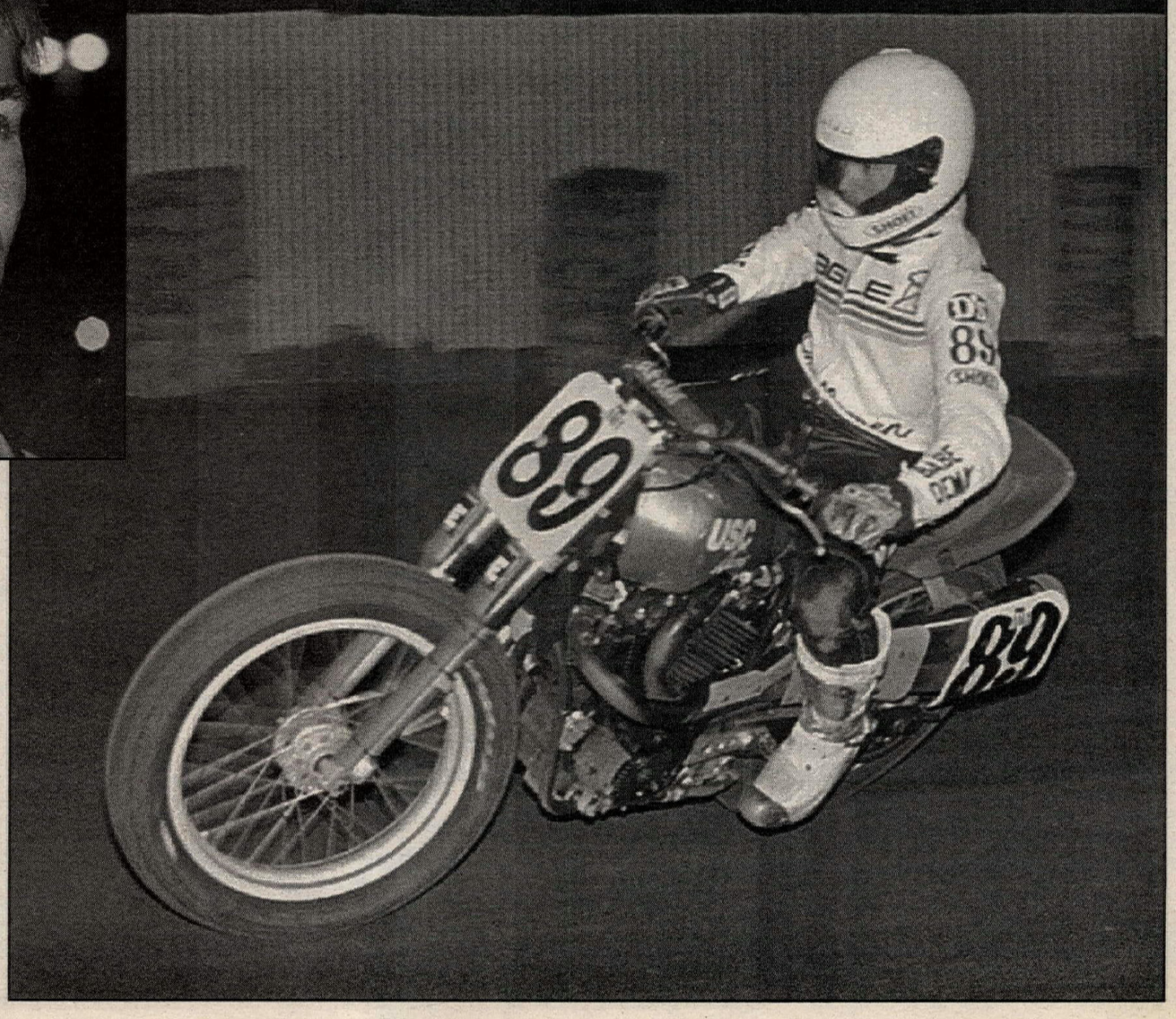
I think that they're a lot easier to ride than a 750.. I really don't have enough time on the 750 yet, and its really like starting all over again now that I've gotten on the Honda.

Speaking of the Honda, you are now on one of the best privateer teams in the country. How did the USC Racing deal come together?

It all kind of started at the end of the '94 season. I got along great with Babe DeMay, but I didn't think that we were going to go anywhere. I rode for Johnny Goad in Myrtle Beach (Florida) back in May, and they were having their problems with their team, so I just kind of hung in there. I just kept talking to him at the races, and I gave him a call after we got back from California at the end of last year, and he told me he'd let me know. He gave me a call in January of this year to let me know what we were doing. Originally, it was going to be me and Ricky Graham, but unfortunately Ricky got hurt.

Johnny was looking for some more





money to go racing this year, and that's where Terry Poovey and the USC Racing team came into play. Terry needed somebody to work on the bikes for him, and Johnny needed some financial help. So we all got together. It's like being on a factory team without the salary. It has really pumped me up.

But you were already Johnny's rider. So had that deal not come together, you would have still had a great ride.

That's right. It's like I already had the cake. Now I've got the icing on the cake too.

The team has only been together since Pomona, but how is it working with Poovey as a teammate? Do you think that you two will get along well?

I think that we will have a great relationship. He helped me out (at Pomona). I was ahead of him for a little bit in the main event, but he told me I was getting on the gas too soon and spinning the tire too much. He's been a big help to me so far. That will only make me get better.

How do you like working with Johnny Goad?

For me, I think it's going to take awhile before I get used to the Honda. I had that problem last year with Babe DeMay. I didn't have enough experience to tell him what needed to be done with the motorcycle so he would just go ahead and make changes, and they usually worked. Johnny is the same way. He went to all those races with Ricky Graham, he knows what the track conditions are, and he knows how to dial in the motorcycle. That's a big help for me.

Who are some of the other riders that you look up to on the circuit?

I'd have to say Steve Morehead. When I started doing good in Daytona at the short track. It seems like we're always in the same heat together down there, and we always got along from there. I always talk to him at the races, like at Pomona. I had the first pick on the second row, and I wasn't sure where I should start, so I walked up to him and he gave some advice. That's why I really like him a lot. He helps me out whenever I ask him.

Are there any riders out there that you would say you dislike?

No. It's like a big family, and coming to the races is like a big family reunion. Everybody gets along, and there are no enemies out there. I look forward to seeing everybody every time I go.

What is your favorite track?

I'd have to say Hagerstown (Maryland) because it's a clay track, and that's what I grew up riding on. Plus, it's a smaller half mile, and I won a Junior National there in '92. In '93, I made my first Grand National there. It's just a fun track to ride. I actually hate Lima (Ohio). I don't do too well at pea gravel tracks.

Realistically, what are you looking to accomplish in 1995?

I'm going to stay with dirt track. I think that I will get better. Johnny Goad believes in me. That's a big plus.

Do you think that you will win a National this year?

I think so. I'm looking forward to the LaSalle (Illinois) Short Track coming up in June. For one reason, it's a short track, and I like those. And it will be the day after my 21st birthday, so winning that would be a hell of a birthday present. I'm also looking forward to Hagerstown and Williams Grove (Pennsylvania). I think I can do something at those places. But my goal is to make every National and finish in the top 20 at the end of the year. Or the top 10. That's what I'll be shooting for. CN

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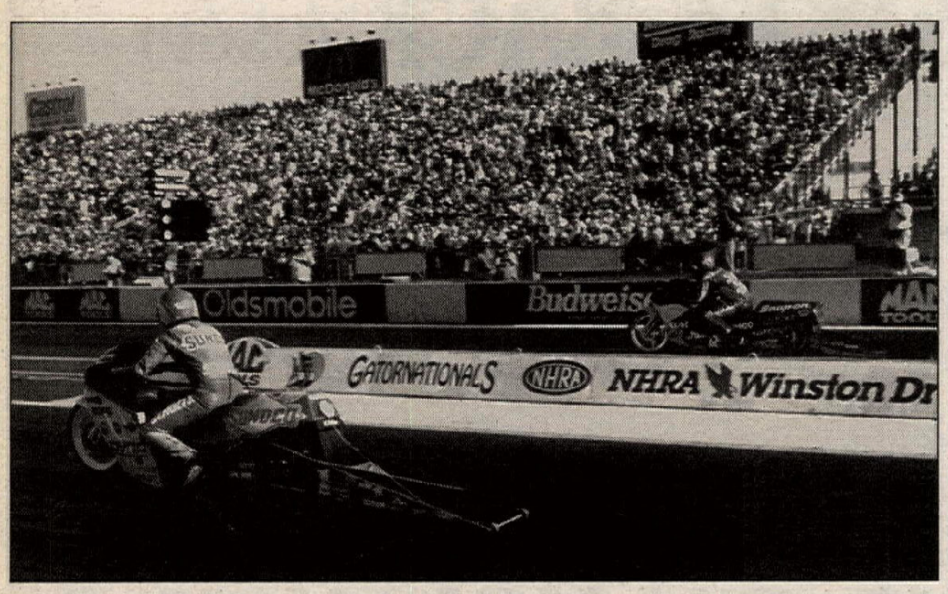


NHRA Winston Drag Racing Series: Round 2

Schultz sees red, Myers bags Gatornationals win

By Todd Veney

GAINESVILLE, FL, MAR. 31-APR. 2

Don't look now, but Pro Stock drag racing has gotten interesting since defending champion Dave Schultz still hasn't won a race.

For the second straight year Schultz redlighted against arch rival John Myers in the final round at the Gatornationals, handing victory to the Star Racing Suzuki rider and thus losing as many times (twice) as he did in all 42 of his NHRA heats last season.

Against Schultz, Myers, who qualified just seventh, cut his fourth reaction time in a row between .040 and .054 and produced a fourth consecutive pass within a similarly tight range, (.016-second), a 7.589 at 170.87 to cement the win. Aware that he'd won long before he popped the second-gear button, Myers, the defending Gatornationals champion, blew off his shift points and just enjoyed the ride.

"I saw the red-light in his lane, and I got so excited I just started pushing gears," Myers said. "I would have run quicker if I'd been paying attention, believe me, but at that point I really didn't care."

(Top) Dave Schultz (near lane) handed defending event champion John Myers (far lane) a second straight win at the NHRA Gatornationals by redlighting in the final round. (Above) James Ford nailed down second-place honors in the Open Outlaw class at the Elk City MX.

It's not as if Myers was off pace during the event, anyway, though he did qualify in the middle of the pack with just a 7.66/169.36. Schultz, naturally, led qualifying but by less than one-thousandth of a second.

But once eliminations began, no one had anything for Myers, who was in the 7.5-second zone in all four rounds. He dumped Paul Gast and Olmstead with back-to-back 7.59s at 171 mph, which stacked up nicely next to Schultz's 7.59/174.24 and 7.57/176.81 wins over Horace Wright and Ron Ayers. The margin between Myers and Schultz shrank even more in the semifinals, which, as expected, consisted of Schultz, Smith, Phillips, and Myers. Both defeated opponents' 7.61s with 7.57s, but Myers was involved in a much closer decision. He and Phillips left as one in their 7.579/176.22 to 7.61/169.26 race, which made for a tight margin at the finish line. Schultz beat Smith by the same score, 7.570/177.40 to 7.61/176.81, but only after taking a giant lead at the start with a near-perfect .002 reaction time that could have just as easily been a foul. A potentially explosive showdown in the final was spoiled when Schultz left too soon.

"When I saw that Dave had cut the light so close (in the semi) that he almost red-lighted, I figured I'd be in good shape against him in the final," Myers said. "I don't care who you are, it's hard not to think about red-lighting when you nearly did the time before. It's not just the Dave Schultz show out there anymore." CN

Results

FINAL: John Myers (Suz) 7.58/170.87, def. Dave Schultz (Suz) 7.56/171.29 (foul).
NHRA WINSTON PRO STOCK STANDINGS (after 2 of 11 rounds): 1. Dave Schultz (216); 2. Michael Phillips (191); 3. John Myers (187); 4. John Smith (130); Rick Ward (107); 6. Steve Johnson (92); 7. Russ Olmstead (90); 8. Gary Tonglet (86); 9. Paul Gast (84); 10. Ron Ayers (83).

AMA/Pizza Plus MegaSeries: Round 3

Swinks stomps Echeconnee MX

By Jamie Harkrader

MACON, GA, APR. 2

Honda of Troy-backed Brian Swink came to Echeconnee MX for round three of the AMA/Pizza Plus MegaSeries - held in conjunction with the AMA Georgia State MX Championship - and emerged as the winner in the competitive 125cc Pro class

Kevin Walker had his sights set on the dash for the class victory and pulled off holeshots in both motos of the 125cc Pro division, forcing Swink to earn the wins.

Like two gallant warriors Swink and Walkert battled furiously for the top honors, showing no mercy toward each other while leading the pack. In the end, Swink prevailed.

Although Walker successfully pulled the second-round holeshot, the "Swinkster" was soon knocking at Walker's back door while the Georgia boys Dwayne Bone, Chad Murphy, Chris Bailey, Robert Mullias and Scott Bryand left Walker and Swink with absolutely no room for a bobble or mistake.

The pressure was on Walker after the "rumble" in round one, and he made a serious error at the halfway mark of the last lap, giving Swink the chance to come back and take the lead. Swink raced on to take the second-moto checkers for the overall win.

The first 250cc Pro division moto was a hot one as Walker, Paul Currie, Billy Liles and Brian McElroy took the top four positions while Swink had to swiftly work his way up through the pack after a mishap in turn two of the gate. Swink was left with a fifth-place finish in moto one.

Moto two was another tough battle with the tables turned, as Liles, Swink, Currie, Walker and Earl May dominated the first three laps. Liles, Swink, Currie and Walker took a sizeable lead over the pack, and after a five-lap battle, Swink made a move on Liles during lap five to take the lead and hold it to the checkered flag for the win. In the end, Liles 3-2 score proved to be enough for the overall win in the class. CN

Results

250 A: 1. Billy Liles (Suz); 2. Paul Currie (Kaw); 3. Kevin Walker (Yam); 4. Brian Swink (Hon); 5. Earl May (Kaw).
125 D: 1. Zenith Kenley (Suz); 2. Bruce Knowley (Suz); 3. Neil Thompson (Hon); 4. Michael Campbell (Yam); 5. Dustin Ranger (Hon).
25+ B: 1. Donnie Banks (Hon); 2. Steve Starnes (Kaw); 3. Glenn Bates (Hon); 4. Randall Rowe (Hon); 5. Tim Stokes (Hon).
250 B: 1. Mitchell Hodges (Kaw); 2. Jacob Donsbrosky (Suz); 3. Jay Crinn (Suz); 4. Riderick Furnell (Kaw); 5. Jason Wasdin (Hon).
30+ A: 1. Billy Liles (Suz); 2. Earl May (Kaw); 3. Kevin Knight (Hon); 4. Ross Johnston (Hon); 5. Darryl Heistler (Hon).
48+: 1. Warner Wilbourn (Hon); 2. Randy Tomlinson (Hon); 3. Terrel Welborn (Suz); 4. Shorty Goods (Suz); 5. Miles James (Yam).
80 (7-11): 1. Wesley Segars (Kaw); 2. Nathan Davenport (Kaw); 3. Zack Rutledge (Kaw); 4. Dash Lyel (Kaw); 5. Kevin Stone (Kaw).
SCHBY: 1. Ricky Carmichael (Kaw); 2. Shae Bentley (Kaw); 3. Darron McElhattan (Suz); 4. Jon Boruff (Hon); 5. August Lavsburg (Kaw).
S/SR: 1. Steve Lewis (Yam); 2. Rick Oxley (Hon); 3. Warner Wilborn (Hon); 4. Larry Hamrick (Suz); 5. Terrell Welborn (Suz).
125 B: 1. Mitchell Hodges (Kaw); 2. Jacob Dombrosky (Suz); 3. Jeff Gibbe (Suz); 4. Darren McElhattan (Suz); 5. Marcus Hedrick (Suz).
125 A: 1. Brian Swink (Hon); 2. Kevin Walker (Yam); 3. Andre Pene (Suz); 4. Chris Bailey (Hon); 5. Dwayne Bone (Hon).
25+ C: 1. Rusty Roberts (Yam); 2. Tim Hosfeld (Hon); 3. Robert Nearn (Kaw); 4. Jeff Collins (Kaw); 5. Paul Bellanaca (Hon).
250 C: 1. William Cassavaugh (Hon); 2. Keith Morgan (Yam); 3. Eric Parham (Kaw); 4. Mark Butler (Hon); 5. David Schubgan (Kaw).
30+ B: 1. Donnie Banks (Hon); 2. Glenn Bates (Hon); 3. Steve Starnes (Kaw); 4. Wallace Fincher (Kaw); 5. Benny Durrough (KTM).
50 (4-6): 1. Ricky Renner (Yam); 2. W.M. Boutwell (KTM); 3. Chase Beck (KTM); 4. Logan Bell (KTM); 5. Patrick Garehart (Itj).
80c (7-11): 1. James Stewart (Kaw); 2. Mat Miller (Kaw); 3. Andrew Matusek (Kaw); 4. Wade Cordell (Kaw); 5. Rob Wooden (Kaw).
JR MINI: 1. Joshua Summey (Kaw); 2. Ben Riddle (Kaw); 3. James Stewart (Kaw); 4. Wesley Segars (Kaw); 5. Nathan Davenport (Kaw).
SR MINI: 1. Ricky Carmichael (Kaw); 2. Shae Bentley (Kaw); 3. Matt Walker (Kaw); 4. Aaron Lindsey (Kaw); 5. August Lausberg (Kaw).
U/L AM: 1. Ronnie Renner (Yam); 2. Chris Balt (Suz); 3. Jason Wasdin (Hon); 4. Jay Grinn (Suz); 5. Josh Morgan (Kaw).
125 C: 1. Josh Morgan (Kaw); 2. Eric Parham (Hon); 3. David Schwitger (Suz); 4. Sheldon Mcvay (Kaw); 5. Luke Perenell (Hon).
25+ A: 1. Kevin Walker (Yam); 2. Earl May (Hon); 3. Tommy Martin (Hon); 4. Kevin Knight (Hon). 5. Chris Craft (Yam).
250 D: 1. Rick Martin (Hon); 2. Dave Davenport (Suz); 3. Tommy Hicks (Hon); 4. Robert Cochran (Hon); 5. Ryan Kelley (Hon).
30+ C: 1. Rusty Roberts (Yam); 2. Jeff Collins (Kaw); 3. Rick Martin (Hon); 4. David Whitson (Hon); 5. Billy Harrison (Hon).
50 (7-11): 1. Andrew Matusek (LEM); 2. Kyle Orr (Cob); 3. Ryan Wooden (LEM); 4. Jordan Oxley (LEM); 5. Ross Pruitt (LEM).
80 D: 1. Josh Whitmore (Yam); 2. Jon Masters (Yam); 3. Jeff King (Yam); 4. Shane Lusk (Suz); 5. Drew Robberts (Kaw).
S/MINI: 1. Ricky Carmichael (Kaw); 2. Shea Bentley (Kaw); 3. Matt Walker (Kaw); 4. Aaron Lindsey (Kaw); 5. August Lavsberg (Kaw).

Oklahoma state Motocross series hits Elk City

By Malcolm Wood

ELK CITY, OK, MAR. 26

Eric Sutton increased his point advantage in the Open Outlaw class by again keeping his KX500 out front for the class overall win at the Elk City MX track.

James Ford piloted his Green Country Honda/UFO/Works Connection-backed CR125 into the second position. Ford threatened to take the overall win after his first-place finish in moto one, but several miscalculations were enough to keep him from repeating the win in moto two. Earl Kephart was also in the hunt, keeping his YZ125 within striking distance, pulling down the third overall position. Kelly Hertzler rode his Kawasaki to the fourth spot with John Vasquez completing the top five on his Yamaha.

Results

MINI (6-8): 1. Shawn Cook (Kaw); 2. Aaron Canard (Kaw); 3. Preston Hamilton (Kaw); 4. Chanse Davenport (Kaw); 5. Kendal Owens (LEM).
MINI (9-11): 1. Chad Cook (Kaw); 2. Mike Odom (Hon);.3. Colt Humphrey (Kaw); 4. Kemp Elmore (Kaw); 5. Shawn Cook (Kaw).
P/W STK: 1. Shawn Gros (KTM); 2. Trey Canard (LEM); 3. Cody Wariner (Yam); 4. Kenny Cartwright (Yam); 5. Kevin Smart (Yam).
P/W MOD: 1. Kendall Owens (LEM); 2. Chanse Davenport (Yam); 3. Kenny Cartwright (Yam).
MINI BEG: 1. T.J. Strickland (Kaw); 2. Jason Baird (Kaw); 3. Michael Simon (Hon); 4. Christopher Davis (Yam); 5. David Williams (Yam).
MINI JR: 1. Chad Cook (Kaw); 2. Colt Humphrey (Kaw); 3. Mike Odom (Hon); 4. Kemp Elmore (Kaw); 5. Lee Sellars (Kaw).
MINI SR: 1. Johnny Marley (Yam); 2. Heath Frazier (Kaw); 3. Nick Metcalf (Suz); 4. Chris Park (Kaw); 5. Dennis Hotson (Kaw).
MINI OUTLAW: 1. Johnny Marley (Yam); 2. Heath Frazier (Kaw); 3. Nick Metcalf (Suz); 4. Adam Carroll (Kaw); 5. Ryan Shipley (Suz).
WMN: 1. Kim Kephart (Yam); 2. Kim Brown (Suz); 3. Brandi Davis (Yam); 4. Mandy Wegert (Yam); 5. Sonja Rutherford (Yam).
125 BEG: 1. Mike Moreno (Hon); 2. Chris Allgood (Hon); 3. Brian Davis (Yam); 4. Victor Moss (Kaw); 5. Ricky Dennis (Suz).
125 NOV: 1. J.D. Bailey (Kaw); 2. Mike Williams (Yam); 3. Justin Coley (Yam); 4. Marcus Turbyfill (Kaw); 5. Scott Morgan (Yam).
125 INT: 1. Earl Kephart (Yam); 2. James Ford (Hon); 3. Johnny Jones (Kaw); 4. Neil DeArmond (Suz); 5. Chris Griffin (Hon).
125 EX: 1. Dennis Owens (Kaw); 2. Jack Brassfield (Kaw); 3. Jason Owens (Hon); 4. David Casada (Kaw); 5. James McDonald (Hon).
250 BEG: 1. Jason Huckins (Hon); 2. Malcolm Wood (Yam); 3. Rusty Scrogum (Kaw); 4. Steven Pollard (Kaw); 5. Lee Lafon (Hon).
250 NOV: 1. Don Bailey (Kaw); 2. Mike Williams (Yam); 3. Marcus Turbyfill (Kaw); 4. Jim Campbell (Hon); 5. R.C. Schafer (Kaw).
250 INT: 1. Dave Hillary (Suz); 2. Gary Bailey (Hon); 3. Richard Stevens (Hon); 4. Casey Cole (Hon); 5. John Vasquez (Yam).

250 EX: 1. Todd Clayborn (Suz); 2. David Casada (Kaw); 3. Andy Anderson (Kaw); 4. Jason Owens (Hon); 5. Troy Morris (Kaw).

25+ NOV: 1. Don Bailey (Kaw); 2. Wade Shook (Kaw); 3. David Cain (Suz); 4. Brett Brown (Suz); 5. Donald Thomas (Yam).

25+ INT: 1. Richard Stephens (Hon); 2. Gary Bailey (Hon); 3. Dave Hillary (Suz); 4. Dean Beaudoin (Hon); 5. Billy Spurlock (Suz).

30+: 1. Greg Brown (Suz); 2. Truitt Rogers (Kaw); 3. Harold Nutter (Hon); 4. Michael Maahs (Kaw); 5. Ron Pulliam (Kaw).

40+: 1. Lavern Kelly (Kaw); 2. Jim Thomas (Yam); 3. Alvin Kephart (KTM); 4. John Belk (Hon); 5. Ron Ainsworth (Hon).

VINT: 1. Alvin Kephart (Hus); 2. Don Easley (Suz/Kaw); 3. Bill Walker (Suz); 4. Vic Terbush (Hon); 5. Gregory Fricke (Suz).

OPEN OUTLAW: 1. Eric Sutton (Kaw); 2. James Ford (Hon); 3. Earl Kephart (Yam); 4. Kelly Hertzler (Kaw); 5. John Vasquez (Yam).

Aerial show to Reynard at Oklahoma City Motocross

By Malcolm Wood

OKLAHOMA CITY, OK, APR. 1

National motocross stars Robbie Reynard and Cliff Palmer along with local pros Dennis and Trey Owens put on a spectacular show at Oklahoma City MX, and Reynard went the other riders one better by scoring two class wins on the night.

The loamy start straight was to Jack Brassfield's liking as he grabbed the holeshot and led shortly. But Brassfield was quickly consumed by the Team Kawasaki/Fox-backed KX of Reynard, and Palmer.

Riders as well as spectators focused on the pair as they led the field with an awesome aerial assault on the jump-filled track. Reynard rode to a mistake-free win in both the 125 and 250cc Expert classes via four moto wins, with Palmer finishing second overall in both classes.

Results

P/W STK: 1. Kendal Owens (Yam); 2. Colby Miller (Yam); 3. Gregory Smith (Yam); 4. Trey Canard (LEM); 5. Jeff King (Yam).

60: 1. Josh Cory (Kaw); 2. Aaron Canard (Kaw); 3. Kendal Owens (Yam); 4. Gary Garrison (Kaw); 5. Jeffery Simon (Kaw).

60 INT: 1. Chad Cook (Kaw); 2. Colt Humphrey (Kaw); 3. Brandi Davis (Kaw); 4. Shawn Cook (Kaw).

MINI BEG: 1. Cody Cutrell (Yam); 2. Chris Davis (Yam); 3. Justin Sturdivan (Yam); 4. Terry Lafon (Suz); 5. Corley Jones (Suz).

MINI NOV: 1. Colt Humphrey (Kaw); 2. Ryan Shipley (Suz); 3. Bryan Miller (Yam); 4. Jeremy Weeks (Kaw); 5. Levi Humphrey (Kaw).

MINI INT: 1. Johnny Marley (Yam); 2. Heath Frazier (Kaw); 3. Chad Cook (Kaw); 4. Deven Ramsey (Suz); 5. Ryan St. Cyr (Kaw).

MINI OUTLAW: 1. Johnny Marley (Yam); 2. Chad Cook (Kaw); 3. Ryan St. Cyr (Kaw); 4. Heath Frazier (Kaw); 5. Deven Ramsey (Suz).

125 BEG: 1. Mark Weeks (Hon); 2. Chad Williamson (Hon); 3. Michael Stephens (Hon); 4. Brian Davis (Yam); 5. Mike Jackson (Kaw).

125 NOV: 1. Brian Holmes (Hon); 2. Justin Coley (Yam); 3. Steven Manley (Suz); 4. John Gilliard (Kaw); 5. Mark Turbyfill (Kaw).

125 EX: 1. Robbie Reynard (Kaw); 2. Cliff Palmer (Suz); 3. Jack Brassfield (Kaw); 4. Dennis Owens (Kaw); 5. Trey Owens (Kaw).

250 BEG: 1. Chuck Dykestra (Hon); 2. Dewayne Farley (Hon); 3. Lee Lafon (Hon); 4. Dax Hodge (Kaw); 5. Chris Keathley (Suz).

250 NOV: 1. Mike Williams (Yam); 2. Scott Yarbrough (Yam); 3. Aaron Maghugh (Yam); 4. Mark Turbyfill (Kaw); 5. Brad Barnell (Yam).

250 INT: 1. Coby Sharp (Hon); 2. Casey Cole (Hon); 3. Richard Stephens (Hon); 4. Kelly Hertzler (Kaw); 5. Chris Griffin (Hon).

250 EX: 1. Robbie Reynard (Kaw); 2. Cliff Palmer (Suz); 3. Dennis Owens (Kaw); 4. Trey Owens (Kaw); 5. Jarod Hamby (Hon).

OUTLAW: 1. Monte Frank (Kaw); 2. Casey Cole (Hon); 3. Mike Williams (Yam); 4. Dean Beaudoin (Yam); 5. David McLean (Hon).

25+ NOV: 1. John Gilliard (Kaw); 2. Guy Manning (Kaw); 3. Brett Brown (Suz); 4. Geoff Wooldrige (Suz); 5. Seth Barker (Hon).

25+ INT: 1. Kendall Robertson (Kaw); 2. Dean Beaudoin (Yam); 3. Jim Campbell (Hon); 4. Richard Stephens (Hon); 5. David McLean (Hon).

35+: 1. Truitt Rogers (Kaw); 2. Kevin Chambless (Hon); 3. Roy Canard (Kaw); 4. Roscoe Duncan (Hon); 5. Jim Anderson (Suz).

40+: 1. Jim Thomas (Yam).

WMN: 1. Angie Thomas (Hon); 2. Brandi Davis (Yam); 3. Sharron Crabbs (Kaw).

Jorgensen jams at Tulare Old Timers Motocross

By J.R. Canaguier

TULARE, CA, APR. 1-2

Alex Jorgensen was unstoppable. The Central Valley Chapter kicked off the first round of the International Old Timers World Championship Series at the Tulare Mx facility, and the Master class proved to be exciting to watch as some of the best 40-year-old and older riders in the world went at it for five 22-minute motos over the two-day format.

As the starting gate dropped for moto one, the former professional AMA Grand National Championship Expert Jorgensen pulled off the holeshot with former Belgian National motocross star Dirk Temmerman in hot pursuit. Rounding out the top five were Bob Hershey, former SoCal Pro, Gene Clark - last year's number 1 plate holder - and John Handelin. As Jorgensen pulled out a comfortable lead a short distance back, Clark and Handelin diced for position until Handelin outjumped Clark and moved into fourth. The moto ended with Jorgensen taking the win, followed by Hershey, Temmerman, Handelin and Clark.

Jorgensen got the jump on the start of moto two, only this time it was Handelin putting on the pressure as Clark, Hershey and Temmerman closed in. By lap three, Temmerman had worked his way past Hershey and started gaining on the leaders. As they settled into their respective paces, the moto ended with Jorgensen taking another win. Temmerman, Handelin, Clark and Hershey finished second through fifth.

Moto three was pretty much a repeat of the second, as the top five fast guys spread out. This time Hershey and Clark duked it out for awhile before Clark gave up on lap seven, allowing Hershey to slip by for fourth behind Handelin, Temmerman and winner Jorgensen. By the end of the day Saturday the overall looked like a runaway for Jorgensen who was in first with three wins.

Sunday morning started with moto four, and Steve Mahcado led the way with a surprise holeshot. He would hold onto the lead for almost two laps before overjumping a short double and crashing. Quick to take advantage of Machado's zealous but disasterous attempt to hold onto the lead was Temmerman who moved into first with Jorgensen and Hershey right on his rear wheel. Jorgensen finally put a move on Temmerman to take over the lead, and the moto ended with Jorgensen taking the win followed by Temmerman, Handelin, Hershey and Clark.

As the fifth and final moto took off it was Hershey pulling off a five-second lead right from the drop of the gate. Closing in fast were Temmerman, Jorgensen, Machado and Handelin still about 10 seconds back. Jorgensen wasted no time getting around Temmerman on lap two and went after Hershey. Riding like a man possessed, he caught up and passed Hershey on lap three and motored off to an uncontested lead. The moto ended with Jorgensen taking his fifth win in five motos, followed by Temmerman, Hershey, Handelin and Machado.

Results

60+ EX: 1. Gene Higginbotham (Hon); 2. George Spearing (Hon); 3. Duane Spence (Hus).

60+ AM: 1. Don McKenzie (Hon); 2. Bob Klatt (Hon); 3. Wes Bradwell (Suz); 4. Asker Larnkjaer (Suz); 5. Fred Parson (Hon).

60+ NOV: 1. Clarence Machado (Kaw).

50+ EX: 1. Jim Keeton (Hon); 2. Russ Johnson (Kaw); 3. Ken Beach (Hon).

50+ AM: 1. Leroy Francard (Hon); 2. Allen Bray (KTM); 3. Tom Hamm (Suz); 4. Stan Woods (Hon); 5. John Friolund (Hon).

50+ NOV: 1. Dennis Pangburn (Suz); 2. Dan Briggs (Hus); 3. Jim Hershman (KTM); 4. George Wall (Kaw); 5. Ed Thomas (Suz).

40+ NOV: 1. Dennis Retzloff (Kaw); 2. Roger Moore (Kaw); 3. Shirlyn Smith (Kaw); 4. Dutch Nichols (Kaw); 5. Frosty Brooks (Hon).

40+ AM: 1. Keith Little (Yam); 2. Mark Wurtenberger (Kaw); 3. Chuck Wall (Kaw); 4. Bob Fabel (Hon); 5. John Dirickson (Hon).

40+ EX: 1. Mike Kalamaras (Suz); 2. Pat Smith (Yam); 3. Chuck Holmes (Yam); 4. Doug Moore (Kaw); 5. Bob Cummings (Hus).

40+ MSTR: 1. Alex Jorgensen (Suz); 2. Dirk Temmerman (Kaw); 3. John Handelin (Yam); 4. Bob Hershey (Hon); 5. Gene Clark (Kaw).

Lynch lands Trail-Way ST

By Len Breech

HANOVER, PA, APR. 1

While he doesn't turn 16 for another few weeks, Paul Lynch held a "coming of age" party of sorts by taking the 250cc A and 600cc A classes when Trail-Way Speedway held their second and last Saturday afternoon short track.

While winning the 250 is nothing new for Lynch, the 600cc class has provided a steep learning curve. Mike Klopp and Jim Hollister broke out in front at the start of the 600cc A final with Lynch and Jim Haas chasing. On the fourth lap, Klopp broke while Lynch was edging closer to Hollister. On the sixth lap, Lynch put his Zoom Cycle/M.L. Lynch Transportation/Central Cycle-sponsored Rotax past the tiring Hollister and started to pull away slightly. In the closing laps, Haas started his charge but came up a little late.

After the 600cc A class battle, Lynch's 250cc A win was fairly easy, as he grabbed the lead right off the start and left Mike McKee, Tom Skethway and Tim Eades to fight over second. That battle went to Skethway over a trailing Eades.

Ricky Winsett took his first win against Pro riders as he fought Klopp, and Harold Dorsey for the Sportsman win. After the first lap, Dorsey took the lead from Klopp, with Winsett getting by Klopp on the third lap. As they went into the third turn on the fifth lap, Winsett put his Lancaster Harley-Davidson-sponsored Rotax into the lead for good.

Dorsey came back in the 600cc Pro class to take the win from Phil Libhart and Ken Yoder. Dorsey put his Dorsey Builders-sponsored Rotax by Libhart at the start of the third lap, with Yoder taking second on the fifth. Yoder stayed close to the end, while Winsett got by Libhart on the final lap for third.

(Top) Paul Lynch (19) powers away from Mike McKee (99) and Tom Skethway (4) en route to the 600cc A class win at Trail-Way Speedway. (Above) Rick Pearce powered away from the pack to earn the Open Expert win at the Adelanto Short Track.

Also taking a pair of wins were Joe Gately in the 40+ and 750cc classes, and Jake Johnson, who took the 85 and 125cc victories.

Results

SPTSMN: 1. Ricky Winsett (Rtx); 2. Harold Dorsey (Rtx); 3. Mike Klopp (Hon); 4. Gary Clark (Rtx); 5. Ken Yoder (Rtx).

125 B: 1. Jake Johnson (Hon); 2. Brody Miller (Cag); 3. Paul Allison (Hon); 4. Corey Hormes (Yam); 5. Billy Stillwell (Suz).

250 A: 1. Paul Lynch (Hon); 2. Tom Skethway (Yam); 3. Tim Eades (Hon); 4. Mike McKee (Kaw); 5. Nick Arment (Hon).

55(4-6): 1. Jeff McManus (Yam); 2. Dale Tasker Jr. (Yam); 3. Chris Shank (Yam); 4. Leroy Bussey (Yam); 5. Daniel Marcocci (Yam).

55(7-8): 1. Jared Mees (Itj); 2. Brian Phillips Jr. (Yam); 3. Zach Calcutt (Itj); 4. Jason Isennock (Yam); 5. Mike Brown (Yam).

40+: 1. Joe Gately (Tri); 2. Rick Washak (Rtx); 3. Junior Lohr (Hon); 4. Wayne Franklin (Hon); 5. Bill Allen (Yam).

600 PRO: 1. Harold Dorsey (Rtx); 2. Ken Yoder (Rtx); 3. Ricky Winsett (Rtx); 4. Phil Libhart (Hon); 5. John Winsett (Rtx).

30+: 1. Bob Babcock (Rtx); 2. Jim Chapman (Rtx); 3. Nick Taylor (Yam).

65: 1. Corey Hormes (Kaw); 2. Danny Guiseppe (Kaw); 3. Jared Mees (Itj); 4. Matt Hendricksen (Kaw); 5. Ray Lied (Hon).

750: 1. Joe Gatley (Tri); 2. Nick Taylor (Yam).

600 B: 1. Bruce Ingram (Rtx); 2. Jeff Sassaman (Hon); 3. John Kraft (Yam); 4. Byron Germer (Hon); 5. Tim Russell (Yam).

600 A: 1. Paul Lynch (Rtx); 2. Jim Hollister (Rtx); 3. Jim Haas (Rtx); 4. Tom Skethway (Rtx); 5. Dallas Baer (Rtx).

250 B: 1. Joey Zydinsky (Hon); 2. Bruce Ingram (Yam); 3. Joey Eades (Kaw); 4. Bronson Ruth (Nai); 5. Will Russell (Hon).

85: 1. Jake Johnson (Hon); 2. Corey Hormes (Hon); 3. Billy Stillwell (Suz); 4. Bryan Buono (Hon); 5. Ryan Babcock (Yam).

Pearce, Voll rail Adelanto ST

By Fred Windum

ADELANTO, CA, APR. 8

Rick Pearce and Dennis Voll took top places in the Open Pro and 250cc Pro classes, respectively, on a chilly night of intense short track racing at Sunrise Valley Raceway's banked, quarter-mile clay oval.

Pearce, riding the Berger Real Estate Appraisal-sponsored Wood-Rotax, led the Open Pro class after taking the lead shortly into the first race. Jim Rosa and John Dupree led the early during the first race of the two-moto format, with Pearce and Trapper McDaniel in pursuit. Rosa pulled away from the pack slightly down the backstretch, while Pearce made short work of Dupree's Honda on the wide, fast groove and set his sights on the leader.

After several laps looking both inside and outside for a way to pass Rosa, Pearce settled on an outside line and used his horsepower advantage to pull away from Rosa.

Beaumont Yamaha's Rick Reed led the 500c Pros in the middle of the pack, chased by Gary Davis and Rick Rockhold. Davis was pushing Reed for the entire main on a little 350cc Honda, but it just didn't have the guts for a pass on the tacky clay. Pearce continued to inch away from Rosa, who had both Dupree and McDaniel on his tail to the flag. Reed held off Davis by a bike length for the 500cc win with Rockhold in tow.

Pearce wasted no time in the second race, jumping out ahead of McDaniel, Rosa and Davis. McDaniel slipped to third as Rosa went by to hammer on Pearce while Davis gave a bit of a demonstration of his job as movie stunt coordinator, catching McDaniel's rear wheel and doing a triple somersault into the turn three haybales. Davis had his bell rung pretty good and was too sketchy to continue.

Pearce led the restart followed by Rosa, McDaniel and Dupree when Rosa slipped out into the turn one marbles, letting both riders by and dropping to the back of the pack. Pearce left the others to settle up for second as McDaniel was dropped to fourth, passed by both Dupree and a charging Rosa. As the white flag waved, Rosa tried an inside pass on Dupree only to see Dupree square the corner and head for the inside, leaving Rosa in a slow lowside and on the ground. Pearce took the flag with a half a straightaway cushion, followed by Dupree, McDaniel, Reed and Rockhold.

(Above) Mike Demorais (47) and Ken Melville (43) battle at the Grattan RR. (Top) Overall 250cc A winner Scott Watkins (right) takes to the air while being pursued by Mike Morgan (left) at the Hidden Hills motocross.

Voll rode a great race on his Big D's/Anaheim Suzuki-sponsored Kawasaki, easily taking the top spot in the 250 Pro's first race. The race for second was headed up by Guy Ducker on a DTX-style XR250 Honda, followed by Marvin Moore, Raymond Garcia and Brett Bemis. Garcia worked around Moore for third, but didn't have enough laps left to catch Ducker.

Garcia launched his Yamaha into the lead of the second "moto", as Moore, Ducket and Voll tried to sort out second place. Ducket and Moore both fell victim to Voll as he took over second and looked for a way around Garcia. Voll passed Garcia twice on the inside, only to fall victim to an Earnhardt-style pass coming around onto the back straight. At the white flag, Voll came out underneath Garcia, and the two came across the line too close to call. The scorers gave the win to Garcia while the fans in the stands gave it to Voll, and the fans prevailed. Moore, Ducket and Bemis completed the top five.

Results

OPEN PRO: 1. Rick Pearce (W-R); 2. John Dupree (Hon); 3. Jim Rosa (Yam); 4. Trapper McDaniel (W-R); 5. Dave Rust (Yam).

500 PRO: 1. Rick Reed (Yam); 2. Rick Rockhold (Tri); 3. Gary Davis (Hon).

MDRN VINT: 1. Rick Rockhold (Tri); 2. Mickey Alzola (Tri); 3. Steve Hensley (BSA); 4. Gary Davis (Tri); 5. Chris Wakula (Tri).

CLSSC VINT: 1. Clark Edgington (Tri); 2. Mat Campbell (Tri).

OPEN NOV: 1. Chris Wakula (Tri); 2. Fred Berger (W-R).

OPEN BEG: 1. Jerry Dee (W-R).

500 NOV: 1. John Garcia (Yam); 2. Bob Cobb (Yam); 3. Robert Reed (Yam); 4. R.S. Hollywood (Yam).

250 PRO: 1. Dennis Voll (Kaw); 2. Marvin Moore (Yam); 3. Ray Garcia (Yam); 4. Guy Ducket (Hon); 5. Brett Bemis (Yam).

Watkins wails at Hidden Hills Motocross

By Rupert F. Pellett
Photo by Mike Lewis

ALBANY, OH, APR. 2

Honda-mounted Scott Watkins sailed to three out of four moto wins in the A classes at Hidden Hills Raceway as 200+ riders were present during this "YZ Bucks" event.

Watkins apparently did not want any Yamahas in the number-one spot, though, as he overcame a fourth-place start in the first 250cc A moto to take the win, but it was not easy. Robbie Sturgell jammed his Kawasaki inside to grab the holeshot with Brian Ashcraft and Mike Morgan on his tail. At the completion of the first lap, Sturgell had a small lead over Ashcraft, with Watkins moving up fast after sliding into third place. By the third lap, Watkins had overtaken Ashcraft for second as Mike Morgan soon followed and took over the third spot. Watkins went inside on Sturgell to take the lead on the last lap and score the win while Morgan also got around Sturgell to take the runner-up spot. Mike Blair settled for fourth, with the Honda of Ashcraft in fifth.

The second 250cc A moto was all Watkins, as he sliced inside on the first corner to take the holeshot and led all the way to the checkered flag. Morgan followed Watkins all the way to the finish once again, but he was never able to make the pass. Keith Gwinn and Blair trailed in third and fourth, respectively.

In the first 125cc A moto it was Sturgell timing the gate perfectly to take a killer holeshot with Dickie Hoy in second and Watkins in third. The three front-runners were really on the gas, and it might have been a more interesting race had not Watkins gone down in the back section of the track while attempting a pass.

Sturgell and Hoy were afforded a nice cushion with Watkins out as they would run off with a small lead over the rest of the pack. Blair really poured it on after a slow start, and by the third lap he was catching the second-place Hoy. Blair appeared to be ready to pounce on Hoy. However, Blair's machine was smoking and began to sound ratty as he motored around in pursuit of Hoy. Sturgell finished with a small lead over second place Hoy with the Yamaha of Blair in third and Ray Denig in fourth.

The second 125cc A moto holeshot was claimed by Watkins as Brian Ashcraft gave chase in second and Blair in third. The second moto was fairly uneventful with the exception being a skillful pass for second as Blair went outside then sliced inside through a rutted corner to steal second place from Ashcraft. Watkins would finish with a healthy lead for first with Blair in second, Ashcraft third and Sturgell in fourth.

Results

P/W SR: 1. Joey Pellett (Cob); 2. Troy Howdyshell (Yam); 3. Anthony Dixon (KTM). P/W JR.: 1. Zach Ames (KTM); 2. Tommy Pellett (KTM); 3. Eric Browning (Yam); 4. Billy Sprankle (KTM); 5. Ryan Reedy (Yam).

65: 1. David Whitcraft (Kaw); 2. Chris Whitcraft (Kaw); 3. Willy Browning (Kaw); 4. Dustin Cottrill (Kaw); 5. Chris Robertson (Kaw).

MINI SR.: 1. Nathan Dickerson (Kaw); 2. David Hill (Yam); 3. C.J. Leach (Yam); 4. Duane Evans (Yam); 5. Chad Emerine (Kaw).

SCHBY: 1. Chris Berry (Yam); 2. Nathan Dickerson (Hon); 3. David Hill (Yam); 4. T.J. Kelley (Hon); 5. Tom Kelley (Hon).

125 A: 1. Mike Blair (Yam); 2. Robbie Sturgell (Kaw); 3. Dickie Hoy (Suz); 4. Brian Ashcraft (Hon); 5. Scott Watkins (Hon).

125 B: 1. Mike Clendenin (Kaw); 2. Chris Berry (Yam); 3. Jeremy Prinner (Yam); 4. Dallas Avery (Hon); 5. Ron Moore (Yam).

125 C: 1. Bud Thomas (Suz); 2. Doug Schultz (Yam); 3. T.J. Kelley (Hon); 4. Ben Beery (Yam); 5. Eric Kingery (Suz).

250 A: 1. Scott Watkins (Hon); 2. Mike Morgan (Yam); 3. Mike Blair (Yam); 4. Brian Ashcraft (Hon); 5. Jason Rankin (Yam).

250 B: 1. Billy Demastry (Yam); 2. Mike Clendenin (Kaw); 3. Dallas Avery (Hon); 4. Jeremy Primmer (Yam); 5. Ron Moore (Yam).

250 C: 1. Jim Willis (Suz); 2. Ben Beery (Yam); 3. Shane Thomas (Suz); 4. Jeff Blofield (Hon); 5. Shamon Thomas (Kaw).

OPEN B: 1. Jeff Miller (Hbg); 2. Jerry Caldwell (Kaw); 3. Barry Ogan (Kaw); 4. Andy Bramon (Hon); 5. Brice Oney (Hon).

25+ A: 1. Mike Morgan (Yam); 2. Mike Bias (Yam); 3. Mike Blair (Yam); 4. Tim Shepherd (Yam); 5. Keith Gwinn (Yam).

25+ B: 1. Barry Ogan (Kaw); 2. Wayne Bayha (Yam); 3. Ron Moore (Hon); 4. Rich Spangler (Kaw); 5. Roy Wharton (Kaw).

40+: 1. Denny Swartz (Yam); 2. Gerry Bennett (Hon); 3. Barry Ogan (Kaw); 4. Doug Schultz (Hon); 5. Charlie Hawk (Yam).

Melville, Krebs split wins at Grattan Road Race

By Jacki Fisher

BELDING, MI, APR. 8-9

Grattan's winter storm welcome to WERA's North Central Sportsman Championship Series didn't help the first race of the season, but it didn't stop Airport Honda/Kawasaki's Kenneth Melville from heating things up.

Saturday, the combined Middleweight Expert and Lightweight Expert 50-miler got off to a rocky start with two red-flag restarts and lots of time in between them. This resulted in the race being cut in half to 12 laps. There were over 40 racers with 31 finishing, so the crowded field became a key factor in determining rider positioning.

The battle for first place was between Pro North's Mike Desmarais and Melville. For the first two starts, Melville had taken the early lead, but by the third start, Desmarais was more than ready. Launching from the fifth row, Desmarais was leading the field within 100 yards of the starting line. Melville was having none of this and was instantly all over Desmarais' rear wheel. Desmarais held on to the lead with Melville shadowing him until he got caught in traffic on the ninth lap. Taking advantage of the situation, Melville slipped by in turn four to take the lead.

Meanwhile, a heated rivalry had developed between Chicago Performance's Kenneth Krebs and Eric Bienias for third place. Bienias had held third place since the second lap, but lost it for good to Krebs on lap 10. In front of them, the leaders were back at it.

Desmarais haunted Melville until regaining the lead in turn two on the last lap. The two were side by side and tried to out-brake each other going into the turn nine hairpin. Desmarais was on the outside and when Melville lost the front end on the brakes, he was taken out as Melville crashed.

Krebs' fight paid off as he inherited the win with Bienias finishing second. West Michigan Sport Bike Club's Steve Kok, gridded in the back of the first wave, had successfully snuck through traffic to land third place. Garretts Kawasaki's Ray Litton and James Cleeland finished fourth and fifth, respectively.

The next race was the combined Heavyweight Expert and Novice 50-miler. Melville was briefly threatened on the sixth lap when Krebs outpowered him on the straightaway, moving out in front for a couple of seconds. But otherwise it was all Melville's race, and he took the win with ease.

Results

50-milers

M/W EX: 1. Kenneth Krebs (Kaw); 2. Eric Bienias (Hon); 3. Steve Kok (Hon); 4. Ray Litton (Kaw); 5. James Cleeland (Yam).

L/W EX: 1. Jim Struke (Hon); 2. Mark Sweeney (Yam); 3. D. Scott Brown (Yam); 4. Mark Petniunas (Yam); 5. Tim Barker (Duc).

H/W EX: 1. Kenneth Melville (Kaw); 2. Eric Bienias (Hon); 3. Steve Kok (Hon); 4. Paul Penzo (Suz); 5. Ray Litton (Kaw).

H/W NOV: 1. Todd VanderArk (Suz); 2. Steve Steinman (Hon); 3. Steve Tubic (Suz); 4. Tom Dettmer (Hon); 5. Michael McAllister (Kaw).

M/W NOV: 1. Tom Dettmer (Hon); 2. Doug Williams (Hon); 3. Brian Trumbower (Hon); 4. Robert Richards (Yam); 5. Robert King (Hon).

MacDonald hammers Silver State Motocross

By Joan Tiearney

CARSON CITY, NV, APR. 2

Shawn MacDonald claimed the 250cc Junior class wins at Silver State Raceway aboard his red hot Honda.

The O'Neal-sponsored MacDonald put in two perfect motos and made it look easy even after having taken a season off. Layne Kolbet got the holeshot with MacDonald close behind on lap one. Jim Fry and Bret Irvine rounded top four positions. By lap two, however, MacDonald put his plan to work, passing Kolbet to take the lead. Kolbet pushed hard, but MacDonald stepped up the pace and never looked back. Fry, Irvine and Darren Reid kept the third through fifth positions. MacDonald took the checkered flag without being threatened. Kolbet finished a distant second. Third place went to Fry, fourth was Irvine and fifth was Reid.

In moto two, MacDonald gated perfectly to take the lead, Kolbet followed in second. The two Hondas were neck and neck for three laps as both riders left the pack. Jim Fry again ran in third while Reid was fourth ahead of Tom Lynn. MacDonald continued his winning streak on the fast track with speed and confidence to take the checkered flag. Kolbet earned a second overall for the day. Fry got third, Darren Reid fourth and Tom Lynn fifth. Justin Tiearney dominated the 250cc Pro class aboard his Michael's Cycles/O'Neal/FMF/Al Holley Performance/PJ1-backed Suzuki, winning both motos easily. Scott Stillmock rode an excellent race to finish second behind Tiearney. Kenny Lash was third and snowboarder Shaun Palmer finished fourth.

Results

50: 1. Rick Chandler (KTM); 2. Jake Nueffer (KTM); 3. Kyle Mannschreck (Yam).

60: 1. Nick Jarrett (Kaw); 2. Jimmy Hazel (Kaw).

80 BEG: 1. Jimmy Hazel (Hon); 2. Travis Uizina (Kaw); 3. Kory Williams (Kaw); 4. Tommy Jones (Kaw); 5. Nick Jarrett (Kaw).

80 JR: 1. Freddy Welchers (Hon); 2. Matt Kneseck (Hon); 3. Tommy Jean (Suz); 4. Ryan Hansen (Suz).

80 INT: 1. Dustin Miller (Hon); 2. Nathan Tiearney (Suz); 3. Justin Scullen (Kaw); 4. Michael DiLoreto (Yam); 5. Mike Mason (Suz).

125 BEG: 1. Freddy Welchers (Hon); 2. Clayton Backland (Suz); 3. Tyler Crawford (Suz); 4. Charles Smith (Hon); 5. Aaron Presler (Suz).

250 BEG: 1. Jeremiah Brown (Suz); 2. Jake Fisher (Hon); 3. Kenny Pirkle (Hon); 4. Neil Allen (Kaw); 5. Lee Felch (Hon).

250 JR: 1. Shawn MacDonald (Hon); 2. Layne Kolbet (Hon); 3. Jim Fry (Hon); 4. Darren Reid (Hon); 5. Tom Lynn (Suz).

250 INT: 1. Cliff Cook (Kaw); 2. John Depau (Suz); 3. Jon Varner (Hon).

250 PRO: 1. Justin Tiearney (Suz); 2. Scott Stillmock (Hon); 3. Kenny Lash (Hon); 4. Shaun Palmer (Hon).

VET JR: 1. Chris Enyart (Hon); 2. John Malchalski (Hon); 3. Doug Dodge (Kaw); 4. Fritz Welchers (Hon); 5. Brian Estherly (Yam).

VET INT: 1. Richard Mannschreck (Hon).

VET PRO: 1. Mark Nason (Kaw); 2. Tim Dyer (Hon); 3. Jon Varner (Hon); 4. Robert Hansen (Yam).

Young bucks LACR MX

By Greg Robertson

PALMDALE, CA, MAR. 26

Honda CR80 rider Michael Young outdistanced his competition en route to a perfect four-moto sweep of the 80cc (14-16) and 80cc Open classes during California Racing Club's Sunday motocross at Los Angeles County Raceway.

Young totally roosted the field in the first 80cc (14-16) race, leading from the drop of the gate to the checkered flag uncontested. George La Monte dogged Jason Webb in second place for a couple of laps before making the pass and holding down that position until the finish. Josh Ahern overtook Devin Seeger on the white flag lap to earn fourth.

La Monte powered to the second-moto holeshot with Webb and Young in hot pursuit. Young got around Webb with just over a lap completed. La Monte had trouble and dropped to fifth. Young inherited the lead and proceeded to distance himself from the pack for the win. Webb cruised home to a lonely second-place finish ahead of La Monte, who worked back to take third.

La Monte returned to grab the lead at the start of the first 80cc Open moto. J.J. Bonanno and Scott Howe were running second and third, respectively, just in front of Young. By the second lap, Young picked off Howe and a lap later did the same to Bonanno to take over second place. La Monte fell victim to the charge of Young at the halfway point, as he was pushed back to second where he would stay for the duration.

Moto two was a yawner, as the PAX/Answer/N-Style/AFAM-sponsored Young snared the holeshot and never looked back. La Monte gated in second ahead of Howe and Bonanno, and by the completion of lap one, the riders were set in position until the end of the moto.

Greg Andrew was untouchable in the first round of the 125cc Novice class, going wire-to-wire for the win. Jake Gribbon ran a consistent second where he would finish just ahead of Keny Terracciano, who worked up from a seventh-place start.

Terracciano got a much better start in moto two, leading Andrew, Gribbon and Jason Howard Terracciano and Andrew went at it head-to-head, with the two riders pulling clear of Gribbon in the final stages. Andrew couldn't find a way around Terracciano, but his runner-up finish was good enough to claim the overall win. Terracciano picked up a second place trophy with his 3-1 score.

Results

P/W B-2: 1. Dave Carter (Yam); 2. Bryce Terzian (Suz); 3. Heather Dubin (KTM).

P/W B-1: 1. Edward Herring (Yam); 2. Chris Jancich (Yam); 3. Doug Carter (Yam).

P/W A: 1. Jared Tebo (Yam); 2. Ricky Hemme (Yam); 3. Ryan Roybal (Yam); 4. Tate Misiaszek (KTM).

P/W MOD: 1. Cody Sandefer (Yam).

60 BEG: 1. Ryan Roybal (Kaw); 2. Cory Redemius (Kaw); 3. Tate Misiaszek (Kaw); 4. Troy Tittlemier (Kaw).

60 (0-8): 1. Vincent Rhoads (Kaw); 2. Ricky Oliver (Kaw); 3. Ricky Hemme (Kaw).

60 (9-11): 1. Richard Eubanks (Kaw); 2. Nathan Pamintuan (Kaw).

80 BEG: 1. John Grover (Yam); 2. John Simenovich (Suz); 3. Art Kieson (Hon); 4. Vincent Rhoads (Suz); 5. T.J. Bonanno (Hon).

80 (7-11): 1. Scott Howe (Suz); 2. Blake Mitchell (Suz).

80 (12-13): 1. J.J. Bonanno (Yam); 2. Donnie Durrer (Suz); 3. Tyson Tittlemier (Suz); 4. Perry Richmond (Kaw).

80 (14-16): 1. Michael Young (Hon); 2. Jason Webb (Suz); 3. George La Monte (Suz); 4. Josh Ahern (Yam); 5. D.J. Priputen (Yam).

80 OPEN: 1. Michael Young (Hon); 2. George La Monte (Suz); 3. Scott Howe (Suz); 4. J.J. Bonanno (Yam); 5. Blake Mitchell (Suz).

125 BEG: 1. Scott Priputen (Yam); 2. Kevin Townsend (Hon); 3. Nick Scott (Hon); 4. James Newman (Kaw); 5. Jay Schreffler (Yam).

125 NOV: 1. Greg Andrew (Suz); 2. Keny Terracciano (Hon); 3. Jake Gribbon (Yam); 4. Jason Howard (Hon); 5. Dave Pedrow (Kaw).

125 INT: 1. D.J. Sweany (Suz); 2. Shawn O'Brien (Suz); 3. Casey Lytle (Hon); 4. Josh Warner (Suz); 5. Brian Sweany (Suz).

250 BEG: 1. Dirk Behrens (Yam); 2. Bob German (Yam).

250 NOV: 1. Michael Davis (Kaw); 2. Pat Carson (Kaw); 3. Dan King (Yam); 4. Chuck Kober; 5. Cole Townsend (Hon).

250 INT: 1. Ken Reed (Kaw); 2. Robbie Dunham (Yam); 3. Paul Gilmartin (Hon).

250 PRO: 1. Ryan Carlisle (Yam); 2. Malcolm Watson (Suz); 3. Tracy Asher (Suz); 4. Nick Mairose (Suz).

JR VET BEG: 1. Craig Russell (Hon); 2. Shannon Hudson (ATK); 3. Todd Ford (Kaw); 4. Gabi Abayou (Hon); 5. Marie McMillen (Hon).

JR VET NOV: 1. Chuck Kober (Suz); 2. Tim Konkol (Yam); 3. Philip Kuhn (Yam).

VET BEG: 1. Rick Jurado (Hon); 2. Stanley Franks (Hon); 3. Danny Padilla (Hon); 4. Jay Carmody (Hon); 5. Gary Ivin (Suz).

VET NOV: 1. Harold Smith (KTM); 2. Mike DeStefano (Kaw); 3. Bruce Tebo (Hon); 4. Bruce Richards (Kaw); 5. Lee Saul (Suz).

VET INT: 1: Eric Casas (Hon); 2. Ed Tripp (Hon); 3. Joel Harriott (Yam); 4. James Coppedge (Yam); 5. Frank Costanzo (Hon).

VET EX: 1. Rodney Morrison (Hon); 2. Leo Saul (Yam).

SR BEG: 1. Randell Sandefer (Hon).

SR NOV: 1. Bob Gardella (Hon); 2. Bob Breach (Yam).

SR EX: 1. Mike Webb (Suz); 2. Bob Dunham (Yam).

Over the Hill Gang invades Starwest Supercross Park

By Kyle C. Parsons

PERRIS, CA, APR. 2

The Over The Hill Gang kicked off their first race of spring at Starwest Supercross Park and Yamaha Of Cucamonga-backed rider Ernie Kopasz proved to be the one to beat in the Intermediate class.

From the drop of the first-moto gate, Kopasz reeled a holeshot and disappeared from sight. With Randy Dryer and John Rizzo in pursuit, the battle focused on second through fourth, as Kopasz had already extended his lead to six seconds by the end of the first lap. While Dryer and Rizzo were engaged in battle, Greg Green had closed the gap to join the fray. To Rizzo's surprise, Green had come out of nowhere to challenge for third. Rizzo's shift from offense to defense allowed Dryer to distance himself from the third- and fourth-place riders. Green made his move on the last lap, getting around Rizzo for third place position. Kopasz took the first moto win a full 20 seconds ahead of the pack, with Dryer in the runner-up position.

As the gate dropped for the second moto, Kopasz and Rizzo got the jump on the rest of the pack. Side by side into the first turn, Kopasz got a wheel on Rizzo before launching off the first of many Starwest tabletops. Unaware of the enormous first turn pileup which consumed a number of the first-moto front-runners, Kopasz, Rizzo, Green and Keith Shigata got out clean and had an open track ahead of them. After the first lap, Kopasz had again stretched his lead to six bike lengths, leaving Rizzo to fend off hard chargers Green and Shigata.

On lap two, Green got around Rizzo and set his sights on Kopasz, who had increased his lead to 10 bike lengths. Shigata seemed up to the challenge, closing on Rizzo and making his presence known. By lap six, Shigata made the pass on Rizzo, setting his sights on Green, who had pulled away from the two riders and had managed to close some distance on the unstoppable Kopasz, who would take the checkered flag with a 20-second lead followed by Green, Shigata and Rizzo.

Results

BEG: 1. Clifford Jennings; 2. Bruce Bandemer; 3. Blake Koecher; 4. Steve Matson; 5. Mark Johnson.

NOV: 1. John Pindard; 2. Pat Leon; 3. Greg Williams; 4. David Ward; 5. Rob Ruder.

INT: 1. Ernie Kopasz; 2. Keith Shigata; 3. John Rizzo; 4. David Rodriguez; 5. Randy Dryer.

EX: 1. Jim Henn; 2. Marc Crosby; 3. Joe Crouch; 4. Terry McCrae; 5. Carlos Johnston.

SUP: 1. Corina Chinen.

Casey scores hat trick at Woodland Vintage Motocross

By Clay Light

WOODLAND, WA, APR. 8

Joe Casey rode a pair of 1974 Honda Elsinores and overcame incredibly muddy conditions - the season's worst thus far - to continue his domination of the Vintage Dirt-sponsored Vintage Motocross Series at Woodland Motocross Park via three class wins.

Casey won the 125cc, 250cc and 30+ Expert classes, going relatively unchallenged in all six of his motos.

In the 125cc class, Casey had his closest competition of the day in moto one after being challenged by LaFay McCarver until the two tangled and McCarver was unable to continue. This enabled Casey to sweep the class in both motos much easier for his first win.

In the 250cc class, Casey had a brief battle with CZ-mounted Doug Eckelman, but Casey increased his lead with each lap and breezed to an easy win in moto one. The second time out featured much muddier conditions, but Casey stayed upright long enough to pick up the win and collect his second overall victory ahead of Eckelman and CZ rider Adam Saario, who posted the Amateur class win with a third overall.

The field was thinned out dramatically in the second 30+ moto, which like most classes ran a combined Amateur/Expert configuration. Casey won the first moto over Eckelman and fellow CZ rider Guy Haugo, and then sloshed his way to a win in moto two to cap off an incredible six-for-six tally. Eckelman again gave chase for second, while Haugo aced the amateur portion with a third-place finish.

Oregon's Dale Demaris demolished the Open Expert class on his CZ by using his mud riding expertise to net a 1-1 win over fellow Expert Kenny Brynn and Suzuki-mounted Bill Brown, who was the Amateur winner.

Results

OPEN EX: 1. Dale Demaris (CZ); 2. Kenny Brynn (CZ); 3. Craig Farnsworth (Mai).

OPEN AM: 1. Bill Brown (Suz); 2. Matt Waldron (Hus); 3. Reid Saario (CZ).

40+ EX: 1. Kenny Brynn (CZ); 2. Craig Farnsworth (CZ).

40+ AM: 1. Steve Sprague (Bul); 2. Larry Logsdon (CZ); 3. Rick Downing (Bul).

30+ AM/EX: 1. Joe Casey (Hon); 2. Douge Eckelman (CZ); 3. Guy Haugo (CZ).

250 AM/EX: 1. Joe Casey (Hon); 2. Doug Eckelman (CZ); 3. Adam Saario (CZ).

125 AM/EX: 1. Joe Casey (Hon); 2. LaFay McCarver (Hon); 3. Jeff Gleason (Hod).

50+: 1. George Eadie (CZ); 2. Ken Burningham (Gre); 3. Rob Iverson (Gre).

WMN: 1. Debbie Weller; 2. Cathy Allen; 3. Janelle Redmond.

Washougal Motocross opener draws 620

By Brian Barnes

WASHOUGAL, WA, APR. 2

Motocross appears to be alive and well in the Pacific Northwest as 620 riders from all corners of the region descended on Washougal Motocross Park to open its 24th season of racing.

The Ralph and Carolyn Huffman owned-facility was filled to capacity with the biggest opening day crowd in the track's history, with some intense racing action taking place all day long under ideal conditions.

The 125cc Pro class featured a great turnout of 17 riders showing up to do battle, and it was clear from the get-go that Ryan Huffman, Jason McCormick and Forrest Transue would be the riders to beat on their CR125 Hondas. Transue got the early jump on the uphill start over Huffman, but Huffman jumped past on the first double and immediately pulled away from Transue, Marvin Waldo, McCormick, Jamie Richardson and Dan Moore. Huffman's lead grew during the lap while McCormick passed Transue, setting up a classic Washougal Huffman-McCormick duel to the finish. McCormick reeled in Huffman, and the two rode side by side until McCormick scooted by and never looked back, scoring the win. Huffman held on for the runner-up slot over Transue, with Waldo and Johnny Williams rounding out the top five.

The UFO- backed McCormick took control of the second moto from the get-go and stayed up front for all five laps, to lead Transue, Huffman, Bisceglia and Williams to the line for the overall win via his double-moto sweep. Transue and Huffman claimed the number two and three spots, respectively.

Results

50 STK: 1. Joshua Hill (KTM); 2. Brandon Ritchie (KTM); 3. Maxwell Pope (KTM).

50 MOD: 1. Colton Facciotti (KTM); 2. Tate Major (Cob); 3. Joshua Welchel (Yam).

60 (6-8): 1. Derrick Sas (Kaw); 2. Casey Huddleston (Kaw); 3. Michael Biddle (Kaw).

60 (9-11): 1. Kelvin Schoen (Kaw); 2. Tyler Fick (Kaw); 3. Joey Manluso (Kaw).

S/MINI: 1. Eric Williams (Kaw); 2. Garhett Carter; 3. Ryan Anderson (Kaw).

WMN: 1. Susan Smith (Kaw); 2. Traci Fleming (Hon); 3. Jenny Pray (Yam).

80 BEG: 1. Jayden Mineo (Yam); 2. Josh Magill (Yam); 3. Eric Nuttbrock.

80 INT: 1. Eric Williams (Kaw); 2. Mike Storm (Yam); 3. Tim Zike (Yam).

80 JR: 1. Daryl Agar (Yam); 2. Tyler Fick (Hon); 3. Dustin Phillips (Kaw).

125 BEG: 1. Nate Piller (Hon); 2. Jesse Correia (Hon); 3. Chip Roberge (Hon).

125 BEG: 1. Jake Maedke (Hon); 2. Andrew Hofer (Yam); 3. Adam Smith (Hon).

125 JR (D-1): 1. Dusty Lenaburg (Kaw); 2. Ryan McRoberts (Hon); 3. Jeff Conway (Hon).

125 JR (D-2): 1. Dan Hewitt (Hon); 2. Chris Church (Yam); 3. Garth Ullakko (Hon).

125 INT: 1. Cory Bauder (Kaw); 2. Jason Dempsey (Kaw); 3. Danny Smith (Suz).

125 PRO: 1. Jason McCormick (Hon); 2. Forrest Transue (Hon); 3. Ryan Huffman (Hon).

250 BEG (D-1): 1. Mike Shell (Yam); 2. Tate Matherey (Yam); 3. James Gladish (Suz).

250 BEG (D-2): 1. Tim Melins (Hon); 2. Dana Schooler (Suz); 3. Brett Domrude (Kaw).

(Above) Jason McCormick was the king of the 125cc Pro class at the Washougal motocross. (Right) Tom Wheeling prevailed in the mini ranks at the inaugural running of the Cathey's Creek MX.

250 JR (D-1): 1. Aaron Davis (Kaw); 2. Travis Mullins (Suz); 3. Derek Hanson (Hon).

250 JR (D-2): 1. James Stein (Hon); 2. Jeremy Kirk (Hon); 3. Jerry Wilson (Hon).

250 INT: 1. Ryan Leach (Hon); 2. Travis Ross (Hon); 3. Ryan Terlicki (Suz).

250 PRO: 1. Donald Bisceglia (Hon); 2. John Williams (Kaw); 3. Terry Hamness (Kaw).

OPEN AM: 1. David Hilpert (Kaw); 2. Wayne Pesznecker (Kaw); 3. Kelly Cunninfer (Hon).

OPEN PRO: 1. Roby Leach (Hon); 2. Kevin Yeager (Hon).

BTH (D-1): 1. Ryan Leach (Hon); 2. Rodney Blanton (Suz); 3. Jason Dempsey.

BTH (D-2): 1. Billy Binkley (Yam); 2. Cory Bauder (Kaw); 3. Mike Hamness (Yam).

UTH: 1. Terry Hamness (Kaw); 2. Phil Johnson 248 (Kaw); 3. Jeff Johnson (Kaw).

30-40 (D-1): 1. Chris Lynn (Hon); 2. Chris Davidson (Suz); 3. Fred Land (Hon).

30-40 (D-2): 1. Doug Jenkins (Hon); 2. Pat O'Grady (Hon); 3. Bill Kent (Hon).

30-40 B: 1. Greg Nelson (Hon); 2. Michael Protz (Hon); 3. Jeff Johnson (Kaw).

O/T NOV: 1. Fred Lewis (Hon); 2. Gary Radford (Kaw); 3. Jerry Shirley (Yam).

O/T AM: 1. Tom Lansford (KTM); 2. Dewey J. Lenaburg (Suz); 3. Tom Granberg (Suz).

O/T EX: 1. Gary Wolon (Hon); 2. James Parks (Hon); 3. Mike Perry (Suz).

Cathey's Creek MX is born

By Barbara Williams
Photos by Loren Williams

FOREST CITY, NC, APR. 2

After the better part of a year of planning, dreaming, digging, building and promoting, the Cathey's Creek MX crew held its first race, E&H Honda day.

The event attended by 140 riders and almost 1000 spectators, enjoying perfect spring weather and just hanging out. Top finishers received unique Old Glory-style trophies plus contingencies from E&H Honda of Forest City. Also, unlike many other races, the spectators stayed until the last rider in the last moto took the checkered flag.

"This is a racing community," said Cathey's Creek owner Donnie Yelton "Mostly it's cars. We had a practice day last October and Richard Petty would've been here except for a scheduling conflict. But the folks around here love anything to do with any kind of racing, and we're glad we could show them a good time."

The riders mostly came from a 100-mile radius, and encompassed all levels of ability. From green Beginners aboard woods bikes still equipped with kickstands (before practice), or 4-year-olds mounted on 50cc machines, to experienced Pro-Am racers who compete regularly in the AMA National Supercross and Outdoor Motocross Series.

"It's fun!" enthused Matthew McCombs, winner of the 50cc (7-8) class. Brad Edwards had a good day as well on the Joe MX Williams-designed and built track. Edwards took home the Unlimited B victory with 1-2 moto finishes over Jason Sain and veteran Darrell Bailey. Edwards' Unlimited win was sweet revenge for his ride in the 125cc B campaign, where he finished fourth overall.

Pro-Am rider and 250cc A winner Randy Richardson also was impressed with Cathey's Creek. Richardson knows good tracks, having ridden the AMA National Supercross series for the past several years as well as being regular competitor in the MegaSeries.

"I'll be back," Richardson said. "This is a fun track."

Results

50 (4-6): 1. James Frashier (Suz).

50 (7-8): 1. Matthew McCombs (KTM); 2. Justin Gregory (Yam); 3. Jared Tom (Hon).

65: 1. Daniel Tessneer (Kaw); 2. Brandon Ellenburg (Kaw).

80 D: 1. Heath Clayton (Hon); 2. Jimmy Hill (Hon); 3. Casey Strickland (Hon); 4. Shawn Henson (Hon); 5. Chris Ferguson (Kaw).

JR MINI: 1. Tom Wheeling (Kaw); 2. Matt Blevins (Suz); 3. Jeremy Hill (Hon); 4. Daniel Franklin (Hon); 5. Daniel Tessneer (Yam).

SR MINI: 1. Nicholas Burns (Hon); 2. Joey Garnes (Suz); 3. Brannon Ferguson (Hon); 4. Heath Clayton (Hon); 5. Casey Stricklund (Hon).

U/L MINI: 1. Joey Garnes (Suz); 2. Matt Blevins (Suz); 3. Brannon Ferguson (Hon); 4. Nicholas Burns (Hon); 5. Daniel Franklin (Hon).

125 A: 1. Paige Hilliard (Hon).

125 B: 1. Jason Sain (Hon); 2. Scott Beard (Suz); 3. Grady Shehan (Hon); 4. Brad Edwards (Suz); 5. Paul Justus (Yam).

125 C: 1. Brandon Cole (Hon); 2. David Kody (Kaw); 3. Timmy Morrison (Kaw); 4. Reagan Boone (Hon); 5. Ricky Blackwell (Suz).

125 D: 1. Heath Landis (Kaw); 2. John Harris (Hon); 3. Tracy Owens (Hon); 4. Adam Patterson (Hon); 5. Kyle Hankinson (Hon).

250 A: 1. Randy Richardson (Hon); 2. Brian Justice (Suz).

250 B: 1. Chad Mayse (Yam); 2. Furman Parton (Yam).

250 C: 1. Matt Allen (Suz); 2. Jay Taylor (Hon); 3. Jimmy Pitcock (Suz); 4. Mike Edwards (Suz); 5. Andy Smith (Hon).

250 D: 1. Travis Smith (Hon); 2. Matt Harris (Hon); 3. Michael Logan (Suz); 4. Robert Fields (Hon); 5. Wayne Gregory (Kaw).

U/L B: 1. Brad Edwards (Suz); 2. Jason Sain (Hon); 3. Paul Justus (Yam); 4. Scott Beard (Suz); 5. Darrell Bailey (Hon).

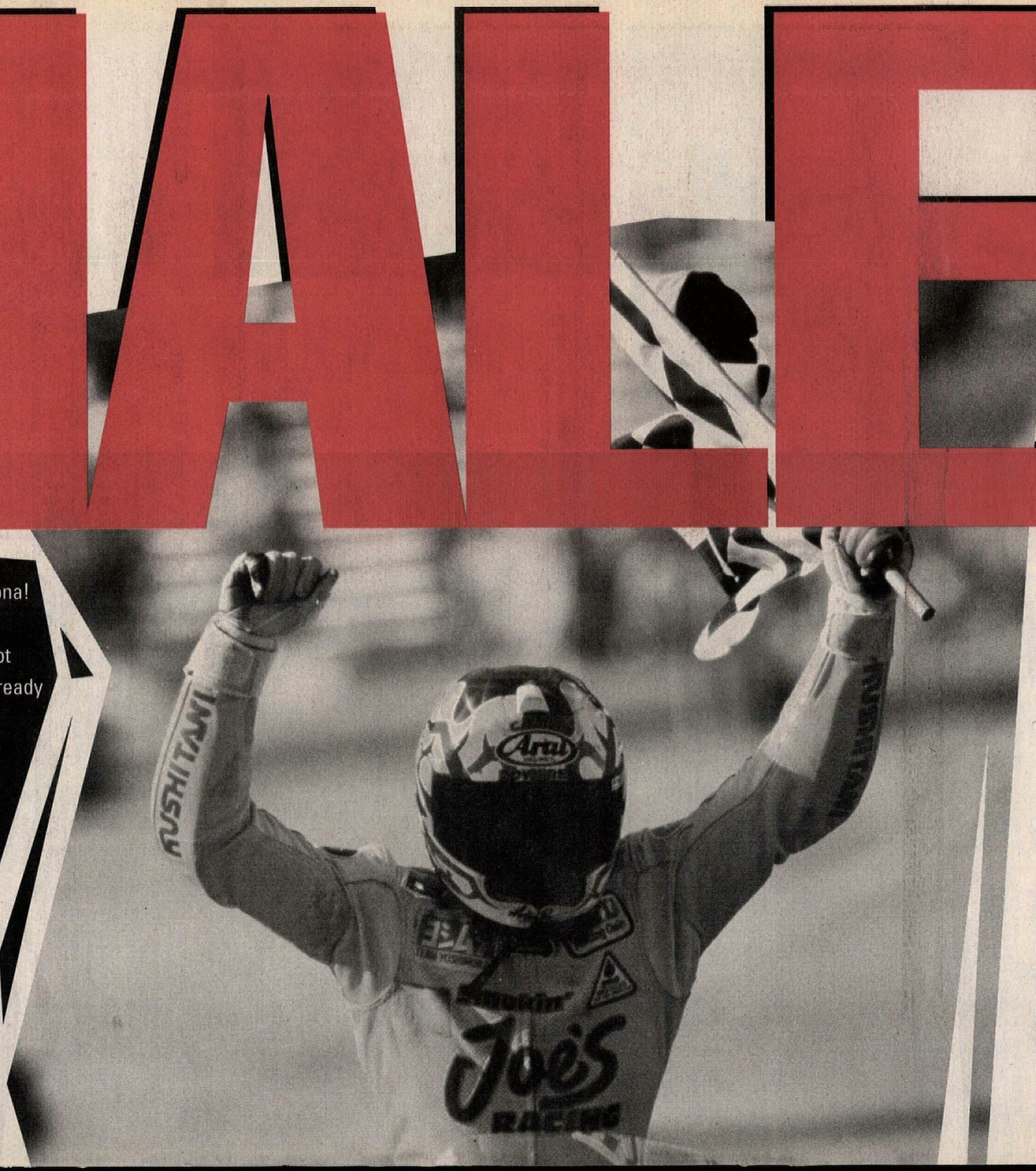
U/L C-D: 1. Brian Blanton (Suz); 2. Andy Smith (Hon); 3. Timmy Morrison (Kaw); 4. Reagan Boone (Hon); 5. Jimmy Pitcock (Suz).

25+ A: 1. Randy Richardson (Hon); 2. Brian Justice (Suz); 3. Timmie Bowman (Yam); 4. Randy Roberts (Hon).

25+ B-C: 1. Darrell Bailey (Hon); 2. Reagan Boone (Hon); 3. Dean Herrin (Hon); 4. Furman Parton (Hon); 5. Glen Chase (Kaw).

30+: 1. Nicky Baker (Yam); 2. Timmie Bowman (Yam); 3. Ricky Gardner (Yam); 4. Randy Roberts (Hon); 5. Tommy Shimpock (Hon).

HALE

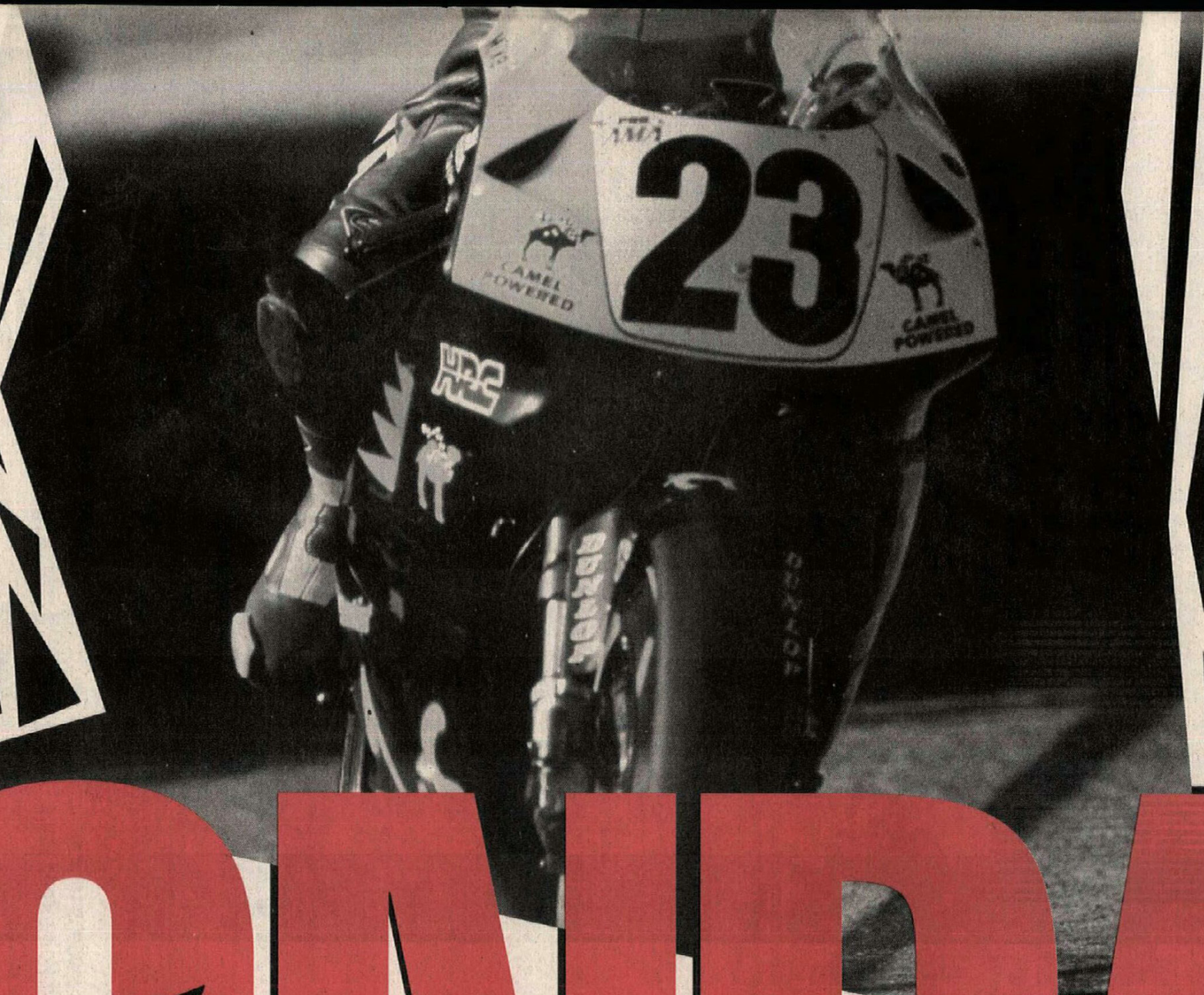


All hail the king of Pomona! After the recent AMA National, there's no doubt that Mike Hale isn't just ready to run with the big boys; he's ready to show them the way home. First, Hale rode his Smokin' Joe's CBR™600F3 to victory in the 600 Supersport class. Then he turned around and did the same thing on his RC45 in 750 Superbike, utterly dominating the competition and securing his place in the record books with

the first two National wins of his career.

And to make it an all-Honda weekend, Erion Racing's CBR900RR took the SuperTeams win on Saturday, and way over in Malaysia Honda's Mick Doohan took his second straight World GP win of the season.

Supersport, Superbike, SuperTeams and Grand Prix. All in all, we'd have to say the year is off to one Hale of a start.



HONDA

HONDA
The Red Riders

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(Above) Robert McWhorter (1) challenged eventual 125cc A winner Jim Neese (45) at the Devil's Ridge MX. (Left) Former factory star Eric Kehoe (15) came back and enjoyed a good day of racing at the Castaic Lake MX.

Kehoe cops Castaic MX

By Tony Alessi

CASTAIC, CA, APR. 2

Former factory racer Eric Kehoe took a week off from managing the Honda of Troy race team and shook up Castaic Lake motocross with three class victories during round one of the SSC-promoted Castaic Brick Spring Nationals.

Fifteen years after Kehoe's career came to life in the early 80's when he became a factory minicycle racer for Team Yamaha, he returned to pay tribute to the Castaic Lake race course where he currently practices and teaches motocross schools.

"Just having fun today" Kehoe said, "My back still gets sore but its not really that bad."

Kehoe joined nearly 200 racers in competing for a $20,000 jet boat which was donated by a local company, Castaic Brick.

Kehoe posted an awesome six-moto sweep of the 250cc Pro class, 25+ and 30+ Expert classes. Kehoe battled with old foes Brian Myerscough and former mini star Louie Franco in many of the races, bringing back old memories of the days when Kehoe and Franco waged all-out wars in the small bore classes during the late '70s and early '80s.

"He has smoothed out a lot" Kehoe said of Franco. "He used to crash like 10 times a moto when we raced 80s."

"He (Kehoe) has been beating me for 15 years," Franco said. "One of these days I would like to win."

In the end, it was Kehoe's day while Franco posted runner-up finishes in the Vet Expert and Junior Vet Expert classes.

Casey Lytle owned the intermediate classes by racing unchallenged to a four-moto sweep of both the 125 and 250cc Intermediate classes, topping Jason Wood and Clint Shepard in both.

Robby Couse got a break in the 80cc Expert class when a red flag saved him from defeat from CEF racer Jonathan Shimp. Couse holeshot the restart and posted the win over Shimp and Ito Posca.

Mike Alessi posted a four-moto sweep in the 50cc (0-8) and 60cc (0-8) classes.

Results

50 (0-8): 1. Mike Alessi (KTM); 2. Jeff Alessi (Yam); 3. Justin Croskey (Yam); 4. Dustin Davis (Yam).

60 (0-8): 1. Mike Alessi (Kaw); 2. Ricky Oliver (Kaw); 3. Justin Lavore (Kaw); 4. Brett Mountain (Kaw); 5. Jeff Alessi (Kaw).

60 (9-11): 1. Sean Collier (Kaw); 2. Anor Pierce (Kaw); 3. Tyson Davis (Kaw); 4. Kelly Tedder (Kaw).

80 BEG: 1. Mike Meadows (Hon); 2. Brady Lambert (Yam); 3. Eric Sheppard (Suz); 4. Jeremy Cruse (Yam); 5. Patrick Brown (Suz).

80 NOV: 1. Brandon Morgan (Yam); 2. George Lamonte (Suz); 3. J.J. Bonanno (Yam); 4. Brian Morgan (Yam); 5. Ross Garcia (Yam).

80 OPEN: 1. Robby Couse (Suz); 2. Johnathan Shimp (Suz); 3. Ito Pasoo (Yam).

125 BEG: 1. Joel Nelson (Yam); 2. Nick Scott (Hon); 3. Colby Peck (Suz); 4. Travis Smith (Yam); 5. Warren Hopkins (Kaw).

125 NOV: 1. Frank Mecono (Hon); 2. Pat Carson (Kaw); 3. Greg Andrew (Suz); 4. Damon Bevens (Yam); 5. Jeff Pennington (Kaw).

125 INT: 1. Casey Lytle (Hon); 2. Jason Wood (Suz); 3. Clint Sheahard (Suz); 4. Adam Pierce (Kaw); 5. Mike Collier (Kaw).

250 BEG: 1. Richard Sazoma (Suz); 2. Matthew Bates (Yam); 3. Jason Sinkpial (Kaw); 4. Terry Davis (Hon); 5. Damon Podolny (Yam).

250 NOV: 1. Earl Cole (Yam); 2. John Phillips (Yam); 3. Jason Stockton (Kaw); 4. Paul Kellen (Yam).

250 INT: 1. Casey Lytle (Hon); 2. Jason Wood (Suz); 3. Frank Sotile (Suz); 4. Adam Pierce (Kaw); 5. Shaun Fortier (Yam).

250 PRO: 1. Eric Kehoe (Hon); 2. Shane Trittler (Suz); 3. Casey Fine (Hon); 4. Brian Myerscough (Suz).

500 BEG: 1. Aaron Ridell (Kaw).

500 INT: 1. Terry Varner (Hon).

JR VET BEG: 1. Todd Ford (Kaw); 2. Dave Lepore (Yam); 3. Bryan Davis (Hon); 4. Mike Farzoneh (Hon); 5. Shane Ford (Kaw).

JR VET NOV: 1. Damon Biviro (Yam); 2. Paul Kellen (Yam); 3. Rock Jacobson (Hon); 4. Peter Casano (Yam); 5. Vic Jones (Yam).

JR VET INT: 1. Eric Casas (Hon).

JR VET EX: 1. Eric Kehoe (Hon); 2. Eddie Davis (Hon); 3. Loui Franco (Hon); 4. Kenny Zahrt (Yam).

VET BEG: 1. Pat O'Conner (KTM); 2. Dany Lowers (Hon); 3. Robert Von Shnioun (Yam); 4. Bernard Ghanrdmonu (Yam); 5. Chris Stadleton (Hon).

VET NOV: 1. Paul Kellen (Yam); 2. Bob Bang (Yam); 3. Larry Watkins (Yam); 4. Mike Weeks (Kaw); 5. James Curl (Kaw).

VET INT: 1. Eric Casas (Hon); 2. Joel Harriot (Yam); 3. Ed Guajardo (Yam); 4. Tim Tolleson (Hon); 5. Jeff Harriot (Yam).

VET EX: Eric Kehoe (Hon); 2. Louie Franco (Hon); 3. Brian Myerscough (Suz); 4. Darrin Elliott (Hon); 5. Rich Truchinski (Hon).

Szarek sweeps four at Summit Point Road Race

By George Gervasi

SUMMIT POINT, WV, APR. 9

Glen Szarek continued his domination of Summit Point raceway by taking four wins in WERA's Mid-Atlantic Regional opener.

Sunday's eight-lap finals saw Szarek lead the C Superstock race from wire to wire, winning by over 25 seconds ahead of Larry Goldstein, who was followed by Joe Milanest. The B Superstock race turned out slightly more interesting as it featured a three-way battle between Experts Tom Coccia, Bryan Bemisderfer, and Glen Szarek. Coccia swapped the lead with Bemisderfer until the halfway flags. On lap five, Szarek made his move to the front in turn three and never looked back, Bemisderfer and Coccia scrapped until the very end, with Coccia taking second by using a draft-pass right at the finish line. In the B Superbike Expert final Szarek made his mark once again, leading flag to flag. But a race for second through fifth was raging behind him, as Greg Leffler, Bemisderfer, Coccia, and Paul D. Youngman tried to stake their claims. In the end, Leffler held on for second with Coccia third, Youngman fourth and Bemisderfer rounding out the top five.

The C Superbike race also belonged to Szarek, who once again cruised to an easy win, making it four on the day aboard his YZF600.

A relatively small field turned out for the Formula One Expert event, but the race saw a variety of machinery. Eric Kropp took the victory but not before a good dice with Leffler, who was aboard a Kawasaki 750. Kropp's Honda 900 proved to be too strong on the straightaway. Then came Rex Millar aboard his ZX7, followed by Rich Bolen on quick TZ250. Bolen moved from eighth to fourth. But the best ride was put in by TZ250 pilot Dan Brennen, who came from dead-last to finish fifth. Brennen climbed steadily each lap, and on the seventh lap, he pulled off an excellent out-braking pass on two riders going into turn one for the fifth spot.

Results

C S/STK EX: 1. Glen Szarek (Yam); 2. Larry Goldstein (Yam); 3. Joe Milanesi (Hon); 4. Chris Haldeman (Yam); 5. Tim Bemisderfer (Yam).

B S/STK EX: 1. Glen Szarek (Yam); 2. Tom Coccia (Kaw); 3. Bryan Bemisderfer (Yam); 4. Bill Lindsay (Hon).

B S/BK EX: 1. Glen Szarek (Yam); 2. Greg Leffler (Kaw); 3. Tom Coccia (Kaw); 4. Paul Youngman (Hon); 5. Bryan Bemisderfer (Yam).

F-1 EX: 1. Eric Kropp (Hon); 2. Greg Leffler (Kaw); 3. Rex Millar (Kaw); 4. Rich Bolen (Yam); 5. Dan Brennen (Yam).

C S/BK EX: 1. Glen Szarek (Yam).

Horton swift at Devil's Ridge Motocross

By Jay and Sharon Hauser

SANFORD, NC, APR. 2

Over 320 riders converged on Devil's Ridge Motocross for the Dunlop/Suzuki/KTM-sponsored North Carolina State Championship race for an excellent day of great racing action. The event also doubled as an area qualifier for Loretta Lynns which drew riders from six states, adding to the level of competition.

The Team Green-backed Robbie Horton was the hottest rider at the event with an astounding seven moto wins to capture four class overalls. Horton easily took the wins in the Schoolboy and Unlimited classes but was handed his only moto loss by young Brian Lane in the 250cc B division. Lane crept up and took the first-moto win ahead of Horton only to have Horton reverse the order in moto two and take the overall.

The toughest battles that Horton faced came in 125cc B class racing as he went head to head against Andy Caldwell and Adam Rake. Caldwell had the gate pegged all day as he took both moto holeshots aboard his Suzuki RM125 to lead the early going of both motos, but he eventually fell victim to both Horton and Rake. Horton went on for both wins, and Rake took runner-up in both outings.

Though Horton was the winningest rider of the day, Jim's Motorcycle Sales/Pro Circuit/O'Neal/Dunlop/Scott USA-backed Jim Neese, who has been racing in the AMA 125cc East Coast Supercross and Outdoor National Series. Neese used this event as a way to do some racing close to home. In the first 25+ A moto, Tilden Styron blasted out of the gate ahead of Bobby Stovall and Rob McWhorter. Neese, meanwhile, was busy floundering around at the back of the back in 13th. But by the second turn, Neese began to pick off riders like they were sitting still. Neese sliced his way to the lead spot before the end of the first lap and was gone for the win.

Stovall took the holeshot in moto two but was quickly displaced to second by Neese, and once again Neese was untouchable as he locked up the victory. Brandon Turlington's consistent 3-3 score netted him second on the podium. Mike Andrews completed the top three in the class.

Results

50: 1. Jake Griffis (Cob); 2. Williams Jones (Yam); 3. Aleah Lane (LEM); 4. Sam Fitzwater (Cob); 5. Tyler Shuemate.

60: 1. Jeff Kilgore (Kaw); 2. Michael Willis (Kaw); 3. Phillip Ranker (Kaw); 4. Zach Kutschenko (Kaw); 5. Chase Shumate (Kaw).

85 (7-11): 1. B.J. Huntsinger (Kaw); 2. Adam Overcash (Yam); 3. William Bryant (Yam); 4. Brandon Langdon (Yam); 5. Phillip Ranker (Suz).

85 (12-15): 1. Jared Black (Suz); 2. James Garrett (Suz); 3. Bobby Ranker (Suz); 4. Eric Barnes (Suz); 5, Marty Perice (Kaw).

85 BEG: 1. Anthony Griffis (Kaw); 2. Todd Oliver (Yam); 3. Samuel Williams (Kaw); 4. Chad Boone (Suz); 5. Christopher Culler (Kaw).

S/MINI: 1. Bobby Ranker (Suz); 2. Jared Black (Suz); 3. Casey Barnes (Suz); 4. Bryan Weatherly (Kaw); 5. Nicholas Roberts (Suz).

SCHBY: 1. Robbie Horton (Kaw); 2. Eric Barnes (Suz); 3. Joshua Capps (Kaw); 4. Kelly White (Kaw); 5. Yach Younch (Suz).

125 A: 1. Jim Neese (Hon); 2. Brandon Turlington (Hon); 3. Mike Andrews (Suz); 4. Chad Newton (Kaw); 5. Rob McWhorter (Hon).

125 B: 1. Robbie Horton (Kaw); 2. Adam Rake (Hon); 3. Andy Caldwell (Suz); 4. Chuck Green (Suz); 5. Mark Wagner (Kaw).

125 C: 1. Nick McAllister (Kaw); 2. Troy Crisp (Kaw); 3. Jamie Simpson (Hon); 4. Kurt Inscoe (Kaw); 5. Russ Picket (Kaw).

125 D: 1. Barry Shiver (Kaw); 2. Kip Hester (Yam); 3. Tyler Webb (Yam); 4. Johnny Byrd (Yam); 5. Michael Vadase (Hon).

250 A: 1. Mike Andrews (Suz); 2. Shane Templeton (Suz); 3. Brandon Turlington (Hon); Tilden Styron (Suz); 5. Rob McWhorter (Hon).

250 B: 1. Robbie Horton (Kaw); 2. Jason Baldwin (Hon); 3. Brian Lane (Yam); 4. Mark Wagner (Kaw); 5. Robert Tolson (Suz).

250 C: 1. Troy Crisp (Kaw); 2. Jamie Sampson (Hon); 3. Nelan McFarland (Kaw); 4. Nick McAllister (Kaw); 5. Kyle Richardson (Kaw).

250 D: 1. Steve Annesharty (Hon); 2. Lee Kiser (Kaw); 3. Kevin Rushing (Hon); 4. Marshall Finch (Hon); 5. Billy Huffman (Hon).

25+ A: 1. Mike Andrews (Suz); 2. Shane Templeton (Suz); 3. Scott Shipley (Suz); 4. Vann Gibson (Hon); 5. William Finch (Hon).

25+ B: 1. Lee Williams (Kaw); 2. Chuck Green (Suz); 3. Jeff Mushala (Hon); 4. Scott Linkous (Suz); 5. Dean Sarver (Hon).

30+ A: 1. Mike Andrews (Suz); 2. Scott Shipley (Suz); 3. Vann Gibson (Hon); 4. Doug Westmoreland (Kaw); 5. Donnie Foster (Hon).

30+ B: 1. Sidney Williams (Kaw); 2. Dean Sarver (Hon); 3. Denny Hilton (Hon); 4. Danny Mathis (Hon); 5. Jeff Hooks (Suz).

35+: 1. Darrell Bell (Hon); 2. Danny Mathis (Hon); 3. Denny Hilton (Hon); 4. Thomas Perkins (Suz); 5. Stuart English (Hon).

40+: 1. Darrell Bell (Hon); 2. Ike DeJager (Hon); 3. Mike Bodenhamer (Hon); 4. Terry Culler (Kaw); 5. Jimmy Evers (Yam).

Oxley, Hicks highlight Costa Mesa Speedway opener

By Elaine Jones

COSTA MESA, CA, APR. 7

Brad Oxley scored a rousing Scratch main victory, and Gary Hicks bested all comers in the Handicap main during the opening night of the 1995 weekly Speedway season before a great turnout of enthusiastic fans at the Orange County Fairgrounds.

The five-man Scratch main featured Doug Nicol on the pole with Oxley in two, a rejuvenated Shawn McConnell in three, and Costa Mesa perennials Hicks and Bobby "Boogaloo" Schwartz in gates four and five. Nicol used a rocket-like gate to grab the lead off the line, and he held it for two laps before losing it to Oxley as they exited turn four. The two expert blue groove riders, Oxley and McConnell, found the track to their liking and took over the top two spots, finishing in that order. Schwartz and Hicks finished third and fourth while Nicol, who had gone down, was fifth.

Oxley and Hicks were among the eight riders making it through the program to the Handicap main along with Bobby Hedden, Mark Hannah, Andy Northrup, Jim Estes, Jesse Finch, and John Aden. Finch - a former U.S. Junior National Champion - Hannah, and Estes drew the short yardage on the 30 with Oxley coming from the 50 and everyone else in between.

Estes led the field to the first corner as the tape came up, but his lead was very short-lived as Hicks came from the 40 and took the lead at the end of lap two. Finch also had his sights on Estes but soon had his own problem as Oxley came through traffic. By lap three, Oxley had disposed of Finch and pursued Estes, but Estes didn't lose his cool and held on for second. Oxley got the show money, with Finch, Northrup, Aden, Hedden and Hannah rounding out the field.

The Coors Light Challenge is back this season, and the first round had Charlie Venegas, Oxley, Schwartz, Pfetzing and McConnell squaring off. When the one-lap elimination rounds were over, Venegas pulled off the two-lap win over Oxley to collect the gold.

European stars Ronnie Correy and Sam Ermolenko did some match racing to the delight of the Costa Mesa crowd. The action marked the first time Correy has been seen on a speedway track since breaking his back in September of 1993. But Ermolenko proved to be a tough match, as the 1993 World Champion defeated Correy in two straight heats.

Reigning California State Sidecar Champions Lewis and Mavy ran away from the rest of the field on their awesome 777 sidecar rig to win the Sidecar main. Joe Erhardt held off a fast closing Angela Hale to win the Support class main, and Craig DePhilippi rode a laydown Jawa to the Support B main win.

Results

SCRATCH: 1. Brad Oxley (Wes); 2. Shawn McConnell (Gdn); 3. Bobby Schwartz (Wes); 4. Gary Hicks (Wes); Doug Nicol (Gdn).

HDCP: 1. Gary Hicks (Wes); 2. Jim Estes (Wes); 3. Brad Oxley (Wes); 4. Jesse Finch (Wes); 5. Andy Northrup (Wes).

COORS CHAL: 1. Charlie Venegas (Jawa); 2. Brad Oxley (Wes).

SUP: 1. Joe Erhardt (Wes); 2. Angela Hale (Wes); 3. Fred Timberlake (Jaw); 4. Paul Colston (Jaw); 5. David Taylor (Jaw).

SUP B: 1. Craig DePhilippi (Jawa); 2. John DeFries (Wes); 3. Ken Baver; 4. Gene O'Neill (Gdn); 5. Larry Rowley (Wes).

SDCAR: 1. Lewis/Macy (Kaw); 2. Steele/King (Hon); 3. Carment/Terry (Yam); 4. Matherson/Leeder (Yam).

Thomas tops Marion County Motocross

By Kyle Myers

REDDICK, FL, APR. 2

Jason Thomas won two classes at round three of the Florida Motocross Series, held at Motocross of Marion County. Thomas topped both 15-24 motos and posted a 2-1 tally to win the 125cc B division.

In the first combined 125cc A/B moto, Lee Tatham grabbed the holeshot over Thomas, A rider Jason Dodds, Jason Baron and William Batson. Tatham, Thomas and Dodds pulled away from the field to battle for the lead. Dodds followed Thomas for four laps, before slipping by to move into second. BSY-backed Dodds challenged Tatham's lead and flew by on the table-

top during the last lap to take over the top spot. At the checkered flag Dodds was first place taking the win in the A class, while Tatham scored the win in the B race over Thomas, Batson, Jason McCormick and Wayne Schaefer.

Moto two saw Thomas blast out of the gate and lead the pack into turn one, with Tatham, Dodds, McCormick and Billy Woods following. Once again Thomas, Tatham and Dodds pulled away from the field to fight for the top places. Dodds pressured Tatham for sixth laps before making his way by. By the time Dodds displaced Tatham, Streit's-backed Thomas had added a few bike lengths to his lead, to hold on for the victory over Dodds, Tatham, McCormick, Woods and Schaefer.

Thomas later returned to top both 15-24 motos over Wood, Scott Moore and Dale Hutto. Dodds took the victory in the 250 A class over John Lundy. Tatham later returned to win the 250 B class over McCormick and Jeff Reynolds.

Results:

P/W (4-6): 1. Angela Moore (Yam); 2. Sara Hampshire (Yam); 3. Chist Wood (Yam); 4. Ken Kirton (Yam).
P/W (7-8): 1. Randy Charron (KTM); 2. Marisa Hampshire (LEM); 3. Ryan Northey (LEM); 4. Phil Ivers (Cob).
60: 1. Paul Perebijnos (Kaw); 2. Kyle Williamson (Kaw); 3. Parker Kirton (Kaw); 4. Barrett Smith (Kaw); 5. Dustin Lynn (Kaw).
80 (7-11): 1. Chaz Northey (Kaw); 2. Jeff Moore (Suz); 3. Paul Perebijnos (Hon); 4. Dan Truman (Kaw); 5. Kyle Williamson (Suz).
80 (12-13): 1. Jessie Ballard (Suz); 2. Troy Adams (Suz); 3. Josh Faustino (Suz); 4. Ryan Davis (Kaw).
80 (14-15): 1. Tim Bantle (Kaw); 2. Jesse Adams (Suz); 3. Andrei Boloni (Suz).
80 BEG: 1. Quinton Bigalow (Yam); 2. Carlos Beard (Kaw); 3. Mike Vancura (Suz); 4. Jesse Young (Yam); 5. Zack Lundy (Kaw).
S/MINI: 1. Jessie Ballard (Suz); 2. Troy Adams (Suz); 3. Tim Bantle (Kaw); 4. Jesse Adams (Suz); 5. Andrei Boloni (Suz).
125 A: 1. Jason Dodds (Yam).
125 B: 1. Jason Thomas (Hon); 2. Lee Tatham (Hon); 3. Jason McCormick (Suz); 4. Billy Wood (Hon); 5. Wayne Schaefer (Suz).
125 C: 1. J.D. Holmes (Yam); 2. Dan Sallas (Kaw); 3. Corey Willey (Kaw); 4. Scott Moore (Suz); 5. Justin Moulton (Suz).
(15-24): 1. Jason Thomas (Hon); 2. Billy Wood (Hon); 3. Scott Moore (Suz); 4. Dale Hutto (Suz).
125/250 BEG: 1. Tom Ackerman (Hon); 2. David McCormick (Suz); 3. Barney Cosh (Kaw); 4. Jason May (Hon); 5. Joel Hamtlton (Yam).
250 A: 1. Jason Dodds (Yam); 2. John Lundy (Hon).
250 B: 1. Lee Tatham (Hon); 2. James McCormick (Suz); 3. Jeff Reynolds (Yam). 250 C: 1. Greg Boyle (Hon); 2. Gary Emerson (Kaw); 3. Brandt Frenchman (Yam); 4. Mike Gwynn (Yam); 5. David Kopoian (Hon).
25+: 1. Scott Miller (Hon); 2. Steve Dye (Kaw); 3. Mike Gwynn (Yam); 4. Jimmy Kersey (Kaw); 5. Jeff Reynolds (Yam).
30+: 1. John Lundy (Hon); 2. Steve Dye (Kaw); 3. Scott Miller (Hon); 4. Cary Emerson (Kaw) 5. Drew Justice (Yam).
35+: 1. Drew Justice (Yam); 2. Tom Fogg (Kaw); 3. Jeff Clair (Suz); 4. Brian Whitcomb (Hon); 5. Mike Menefee (Suz).
40+: 1. Tom Fogg (Kaw); 2. Robert Dare (Kaw); 3. Joe Steidl (Hon).

Travis triumphs at Crosstimbers Enduro

By Randy Presthus

OKLAHOMA CITY, OK, APR. 9
Steve Travis was the big winner at the fourth event on the Black Jack Enduro Circuit schedule, which coincided with the second AHRMA National Enduro near Oklahoma City.

Riders were treated to 100 miles of groomed, well-marked trails. Deep, soft sand sections with miles of whoops were interspersed with bar-banging tight woods sections that included a few bottomless mud holes to test the riders' trail reading skills.

Vincent Davis ('94 Junior Team rider at the ISDE) tangled with slower riders on the first loop and felt a little panic as he turned up the wick thinking he was late. That little burst of speed resulted in a one-minute penalty for burning the next check.

Travis matched Davis point for point, resisted the early points and started the second loop two points up on Davis. Travis held on as Davis put on a charge at the end of the second loop, gaining a point on Travis and nearly two as Travis came into the final check a minute and 57 seconds down. But the three-second margin was enough for the win as Travis lost seven points to Davis' eight.

"I knew I had him if I just slowed down and made no mistakes," Travis said.

This marks Travis's second overall win in as many rides with Davis taking bridesmaid honors.

"I've got to concentrate on riding smoother and be a little less radical," Davis said.

Results

O/A: 1. Steve Travis.
AA: 1. Vincent Davis; 2. Mike McCucheon.
O/A A: 1. Jeff Plunkett.
O/A B: 1. Tony McCall.
O/A C: 1. Jack Hall.
O/A SR: 1. Tony Wood.
OPEN A: 1. Allen Weisenfeld; 2. Jim Brawner.
250 A: 1. Chad Davis; 2. Billy Treadwell; 3. Allen Corum.
200 A: 1. Jim Ingram; 2. Joel Britt.
INT A: 1. David Berry; 2. Doug Youngblood; 3. Rocky Weaver.
4-STRK LONG: 1. Kenny McGee.
SR A: 1. Wayne Beindorf; 2. Terry Long.
SPTSMN A: 1. Larry Bolander.
S/SR A: 1. Darrell Judy.
SR B: 1. Monte Leflore; 2. Cameron Crow.
S/SR B: 1. William Britt, Pat Payton, Sam Helmuth.
SR C: 1. Craig Keabodeoux; 2. Ken Anderson; 3. Scott Monroe.
S/55: 1. Zahn Lewis.
4-STRK SHORT: 1. Max Harkey.
OPEN B: 1. Jac Richmond; Randy Laudermilk.
250 B: Chad Merchant; 2. Dave Clemens.
200 B: 1. Derek Zinchuck; 2. Josh Glenn; 3. Darrell Rector.
INT B: 1. Michael Ward; 2. Tim Haslett.
WMN: 1. Donna Moore.
YTH A: 1. Will Perry; 2. Jerad Jackson; 3. Justin Burrell.
YTH B: 1. Chase Dunn; 2. Cody Fow; 3. Clint Gann.
SR C: 1. Dan Wylie; 2. Bob Stiles; 3. Tommy Johnson.
OPEN C: 1. Mike Burger; 2. Tom Edinman.
250 C: 1. Mike Ratliff; 2. Todd Smith.
200 C: 1. Paul Jackson; 2. Todd Silvis; 3. Aren Wolf.
INT C: 1. Anthony Tittle; 2. Andy Carrier; 3. Jim Boline.

Varnes Victorious at Trail-Way Short Track Opener

By Len Breech

HANOVER, PA, MAR. 25
Coming off a good showing at the Daytona events, Kevin Varnes used a pair of borrowed machines to take a pair of wins in the 600cc Pro and Sportsman events as Trail-Way Speedway opened their 1995 short track season on a cold and blustery March afternoon.

The biggest surprise of the day, though, was Haas' 600cc A class win, where Mike Klopp had the Diem's Cycle/Fisher's Cycle/Carl Reid/R.B.O.-backed Honda in front of Jim Hollister, Haas and Bob Sweeten. Klopp and Hollister took off in the early laps, but by the halfway point Klopp struck out on his own and started to pull a small lead on Hollister. Haas was soon up on Hollister, and with about three laps left, Haas shot by - taking a closely following Sweeten along for the ride - and set out for Klopp. As they exited the final turn, Klopp "choked," as he said later, and gave Haas the opening he needed to slip his D-B Porting Rotax by for the win.

In the 600cc Pro class, Kevin Varnes borrowed Mike Klopp's Honda and used the heat race to get a feel for the bike. He adapted well: In the final, he gated in front of Harold Dorsey, Gary Clark and Ken Mohler. After almost getting forced into the fence on the opening lap Kevin's brother, Mike Varnes, worked his way into third spot after three laps, but by this time Kevin had started to lengthen his lead and held it for the win. Dorsey managed to hold off Mike Varnes, who was followed by Mohler in fourth, and Clark fifth.

Mike stayed close to the younger Varnes in the Sportsman final, but couldn't make the pass and Kevin, this time on the Mike McKee Rotax, took the win there as well. Second through fifth places were filled by Mike Varnes, Sweeten, Klopp and Winsett, respectively.

Mike McKee led Chuck Buchanan, Paul Lynch and Tom Skethway out of the second turn as the 250 A class started. While McKee started to slip backward, Tim Eades took over third coming off the second turn on the second lap. But as they took the halfway flags, Lynch put his Zoom Cycle/M.L. Lynch Transportation/Grimmel Furniture-sponsored Honda in the lead and stayed there. Buchanan rolled over the line in second with Eades third. Skethway and McKee rounded out the top five.

Results

125 B: 1. Joe Eades (Hon); 2. Joey Zydinsky (Hon); 3. Ben Miller (Yam); 4. Brody Miller (Cag); 5. Paul Allison (Hon).
250 A: 1. Paul Lynch (Hon); 2. Chuck Buchanan (Suz); 3. Tim Eades (Hon); 4. Tom Skethway (Yam); 5. Mike McKee (Kaw).
40+: 1. Wayne Franklin (Hon); 2. Bill Allen (Yam); 3. Tony John (Yam); 4. Steve Angleberger (Kaw); 5. Tom VanDerhey (Yam).
55 (4-6): 1. Jeff McManus (Yam); 2. Chris Shank (Yam); 3. Daniel Marocci (Yam); 4. Dale Tasker Jr. (Yam); 5. Leroy Bussey (Yam).
55 (7-8): 1. Brian Phillips (Yam); 2. Jared Mees (Itj); 3. Zach Calcutt (M-M); 4. Shawn Foster (Yam); 5. Mike Brown (Yam).
600 PRO: 1. Kevin Varnes (Hon); 2. Harold Dorsey (Rtx); 3. Mike Varnes (Rtx); 4. Ken Mohler (Rtx); 5. Gary Clark (Rtx).
600 B: 1. Tim Russell (Yam); 2. Jeff Sassaman (Hon); 3. Ed Hyde (Rtx); 4. John Kraft (Yam); 5. Byron Germer (Hon).
65: 1. Corey Hormes (Kaw); 2. Charlie Italia (Kaw); 3. Dan Guiseppe
(Kaw); 4. Jared Mees (Kaw); 5. Shawn Foster (Kaw).
600 A: 1. Jim Haas (Rtx); 2. Mike Klopp (Hon); 3. Bob Sweeten (Rtx); 4. Jim Hollister (Rtx); 5. Dallas Baer (Rtx).
250 B: 1. Joe Eades (Kaw); 2. Bruce Ingram (Yam); 3. Damien Kocovins
(Hon); 4. Joe Zydinsky (Hon); 5. Mark Montgomery (Hon).
750 A: 1. John Winsett (H-D); 2. Brian Eckhart (Tri).
SPTSMN: 1. Kevin Varnes (Rtx); 2. Mike Varnes (Rtx), 3. Bob Sweeten (H-D); 4. Mike Klopp (Hon); 5. Rick Winsett (Rtx).
85: 1. Jake Johnson (Hon); 2. Bruce Ingram (Yam); 3. Corey Hormes (Hon); 4. Brian Buono (Hon); 5. Billy Stillwell (Suz).
30+: 1. Bob Sweeten (Rtx); 2. Tom Majeski (Rtx); 3. Lowell Wherley (Rtx); 4. Bob Babcock (Rtx); 5. Jim Chapman (Rtx).

Nowak notches Suffolk Meadows win

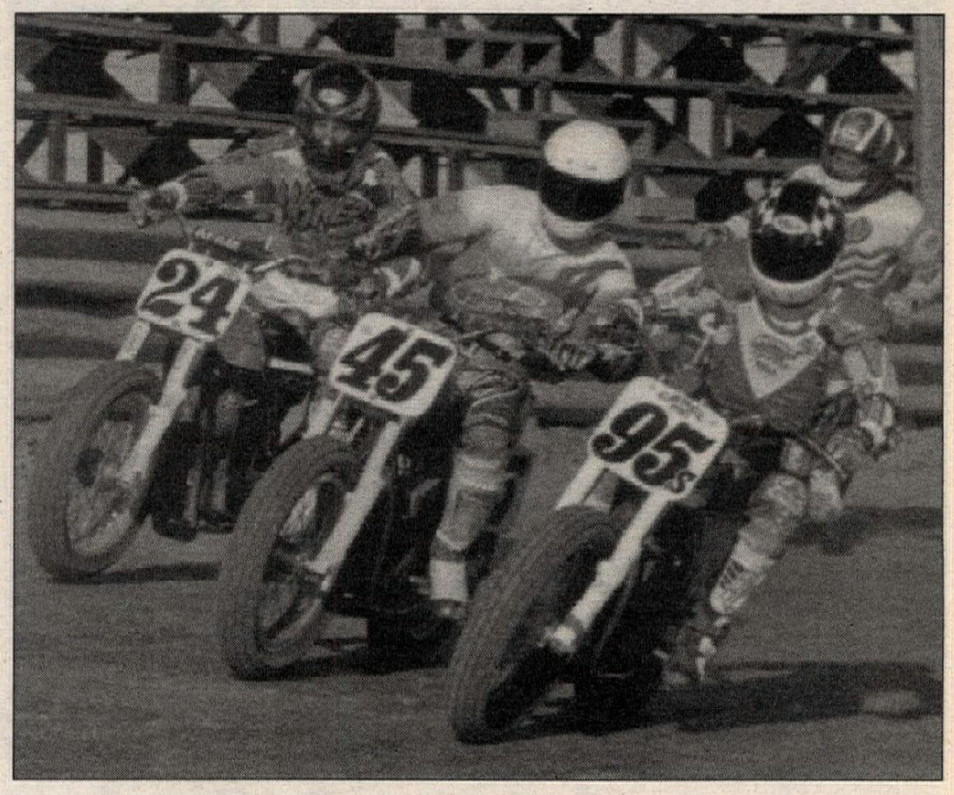
By Jim and Carolyn Simpson

YAPHANK, NY, APR. 1
Kevin Nowak notched Overall wins in the 125 Amateur and College Boy Classes at the "brand-new" Joe Merrill-created Suffolk Meadows MX Track. John Mallgreen kicked off the First 125 Amateur Moto with the holeshot. Russell Lombardo and Eric Flagg, trailed until Malgreen slid out in a turn creating a scramble for the lead. Flagg, Lombards, and Rob Abram cleared the tabletop to establish themselves as the new leaders. Abram then moved ahead into second as Kevin Nowak throttled his way past Lombardo to take over in third. Nowak then outjumped Abram to secure second. With Flagg leading Nowak and Abram, all three riders stayed together throughout the sandy back section. The tightly knit trio cleared the uphill jump and stayed on the gas down the long Spectator Straight. The lead position changed again when Nowak grabbed a handful and jumped ahead of Flagg. Flagg stayed close behind Nowak but could not find his way past the leader. Nowak scored the win with Flagg second, and Abram claiming third. As the gate dropped for moto two Abram quickly jumped into the lead as Flagg David Milano, and Chris Celli played chase. With the front runners negotiating the Supercross Section Nowak used the jumps to place himself in second behind the leader Abram, as the two jumped the downhill into the back section. Abram aboard his Manchester Honda maintained his lead to take the Second Moto win.

Nowak on his Long Island Kawasaki, Answer, N-Style, PC-1, Scott, and Spectro backed KX placed second taking the Overall win in the 125 Amateur Class. In the Second Moto of the Collegeboy Class Nowak defeated the Moto One Winner, Manchester Honda backed Brian Berry to notch out Kevin's Second Overall win for the day. Barry Carsten on his Montgomeryville Suzuki was the Class of the Pro Expert field. Barry ripped with lap times just shy of two minutes to win the 125 & 250 Pro Expert Class Overalls.

Results

250 EX: 1. Barry Carsten (Suz); 2. Michael Bilardello (Kaw); 3. John Laurine (Hon); 4. Joe Merril (Hon); 5. Rich Caccavano (Yam).
VET EX: 1. Michael Bilardello (Kaw); 2. Joe Merrill (Hon); Rich Caccavano (Yam); 4. Don Murphy (Hon); 5. Jose Clemente (Yam).
S/SR: 1. Bud Fee (KTM); 2. John Sanuth (Hon); 3. Gary DiPietro (BSA); 4. Robert Flagg (Hon); 5. John Ferrentino (Hon).
125 NOV: 1. Frank Patinella (Kaw); 2. Michael Iengo (Suz); 3. John Chiavolo (Suz); 4. Justin Lapalo (Hon); 5. Keith Grimm (Hon).
250 NOV: 1. James Bove (Kaw); 2. Billy Fernandez (Hon); 3. Bill Nedos (Hon); 4. Paul Capparelli (Hon); 5. Charles Fargione (Hon).
125 AM: 1. Kevin Nowak (Kaw) 2. Rob Abram (Hon); 3. Eric Flagg (Hon); 4. Russell Lombardo (Suz); 5. Joseph Bisbee (Suz).
P/W: 1. Brian Murphy (Yam); 2. Mark Rasmussen (Yam); 3. William Stevens (Yam); 4. Jamie Vitale (Yam).
MINI (7-11): 1. Charles Ellis (Kaw); 2. Brian Murphy (Yam); 3. Gregory Melita (Kaw); 4. Joseph Merrill (Kaw); 5. Michael Blachly (Kaw).
JR MINI: 1. David DiPietro (Kaw); 2. Ryan Golding (Hon); 3. Ryan O'Malley (Kaw); 4. Sean Donnellan (Yam); 5. Jordan Vilonna (Kaw).
SR MINI: 1. Kershel Anthony (Kaw); 2. Wayne Frie (Yam); 3. Jeron Anthony (Kaw); 4. Dennis Sorrention (Suz); 5. Jeff Roma (Kaw).
250 AM: 1. Richard Coane (Hon); 2. Peter Destefano (Kaw); 3. David Goldstein (Suz); 4. Joseph Vinci (Kaw); 5. Dan Anderson (Hon).
OPEN AM: 1. Richard Coane (Hon); 2. John Gustafson (Yam); 3. David Goldstein (Suz); 4. Dan Anderson (Hon); 5. Russel Lombardo (Suz).
VET AM: 1. Walter Procanyn (Kaw); 2. Frank Sisino (Kaw); 3. Bob Jarvis (Hon); 4. Charles Prehn (Hon); 5. Ken Roma (Kaw).
125 EX: 1. Barry Carsten (Suz); 2. James McIlvaine (Hon); 3. Eddie Hololob (Kaw); 4. Brian Berry (Hon).
SCHBY: 1. Tony Pedone (Kaw); 2. David DiPetro (Kaw); 3. Bill Burger (Suz); 4. Ryan O'Malley (Kaw).
CLGBY: 1. Kevin Nowak (Kaw); 2. Brian Berry (Hon); 3. Peter Destefano (Kaw); 4. James Bove (Kaw); 5. Eric Hampson (Suz).
25+: 1. Danny O'Keefe (Hon); 2. Greg Murphy (Hon); 3. Don Murphy (Hon); 4. Paul Giere (Kaw); 5. Robert Walter (Hon).
25+ NOV: 1. Billy Fernandez (Hon); 2. Walter Procanyn (Kaw); 3. Vincent Salamone (Kaw); 4. Richard Caldron (Suz); 5. James Peters (Hon).



(Top) Kevin Nowak (48) goes head to head with Brian Berry (64) in the College Boy class at the Suffolk Meadows MX in New York. Nowak took the overall with Berry second. (Above) Kevin Varnes (45), flanked by cousin Mike (24), looks to the outside of Harold Dorsey (95s) in the 600cc Pro class at the Trail-Way short track opener. Kevin Varnes went on for the win.

Orr scores at Perris MX

By Tony Alessi

PERRIS, CA, APR. 8
Ryan Orr was on the gas and posted an impressive overall victory in the 125cc Beginner class during the GFI Super Saturday motocross at Perris Raceway.

Daniel Friston pulled the holeshot in the first

(Top) Suzuki-mounted Anthony Pocorobba (701) passes Tracy Asher (39) on his way to winning the 250cc Pro class at the LACR MX. (Above) Defending AFM Champion Cal Rayborn romped to the Formula Pacific win at the Sears Point Road Race.

125cc Beginner race with Howey Erikson hot on Friston's heels in second. Erikson didn't waste any time and passed Friston before the start of the second lap. Friston began to unravel and was soon feeling the pressure from the Kawasaki-mounted Orr.

Friston's duration doubled when his handlebars came loose and began to move forward and backward, causing him to flounder about the track. Orr slipped past Friston and took over the second spot but was well behind Erikson, who was up front and cruising.

Just after the halfway point in the race Erikson went down and opened the door for Orr, who glady accepted the lead. Orr went on for the moto win while Erikson settled for second. Friston had a wild ride and managed to hang on for third while Hideaki Suzuki and August Culver rounded out the top five.

Friston pulled a repeat holeshot in the second moto but gave up the lead on the second lap to Brent Paulson. Erikson forgot to turn on his gas and stalled his machine just after the start of the race, which left him to battle from the back of the pack. Orr was again on the charge and passed Friston the sixth lap of the 10-lap race.

Orr put ground between himself and Friston but was unable to catch Paulson, who scored the moto win. But a disappointing 11th-place finish in the first moto left him fifth for the day behind Erikson, Suzuki, Friston and overall winner Ryan Orr.

Results

50 (4-6) STK: 1. Jeff Alessi (Yam); 2. Weston Peick (Yam); 3. Pat Pennington (Itj); 4. Mike Alessi (KTM); 5. Jonathan McCarthy (Yam).
50 (7-8) STK: 1. Chris Nihan (Yam); 2. Bryan Minter (KTM).
60 F/T: 1. Justin Wilson (Kaw); 2. Hollis Lusk (Kaw); 3. Jason Domann (Yam); 4. Dallas Peick (Kaw); 5. Rafael Inquirre (Kaw).
60 BEG: 1. Tyler Duncan (Kaw); 2. Micky Griffin (Yam); 3. Jimmy Soliz (Kaw); 4. Kevin Hunter (Yam); 5. Jeff Alessi (Kaw).
60 NOV: 1. Mike Alessi (Kaw).
60 INT: 1. Chris Nihan (Kaw).
60 OPEN: 1. Dylan Lord (Kaw).
80 F/T: 1. Ryan Croudy (Yam); 2. Trevor Baker (Hon); 3. Heather Matthews (Kaw).
80 BEG: 1. Scott Ramos (Yam); 2. Brandon Stadden (Suz); 3. Ryan Picard (Yam); 4. Derek Gibson (Yam); 5. Aaron Nadeau (Kaw).
80 NOV: 1. David McFarland (Hon).
80 INT: 1. Dustin Ryley (Yam); 2. Dusty Walters (Yam); 3. Dylan Lord (Hon).
80 OPEN: 1. Sean Hamblin (Yam).
125 BEG: 1. Ryan Orr (Kaw); 2. Daniel Friston (Hon); 3. Hideaki Suzuki (Hon); 4. Howey Erickson (Hon); 5. Brent Paulson (Hon).
125 NOV: 1. Eric Anderson (Kaw); 2. Tyson Taylor (Hon); 3. Jeff Pennington (Hon); 4. Shane Bailey (Suz).
125 INT: 1. Eric Schnell (Suz); 2. Jiri Dostal (Suz); 3. Glenn Branson (Suz); 4. Josh Warner (Suz); 5. Mike Battista (Suz).
125 PRO: 1. Scott Sheak (Suz); 2. Anthony Pocorobba (Suz); 3. Don Upton (Suz); 4. Oscar Lanza (Suz).
250 BEG: 1. Greg Perry (Yam); 2. Colin Yates (ATK); 3. Dirk Davidow (Kaw); 4. Mark Nelson (Suz); 5. Matt Burroughs (Kaw).
250 NOV: 1. Steve Watson (Yam); 2. Tim Elkins (Suz); 3. Bomber Hernandez (Yam); 4. Patrick Markham (Hon).
250 INT: 1. Jerry Aleman (Yam); 2. Ray Bowers (Hon); 3. Cole Gress (Suz).
250 PRO: 1. Scott Sheak (Suz); 2. Anthony Pocorobba (Suz); 3. Malcolm Watson (Suz); 4. Dana Wiggins (Yam); 5. Steve Drew (Suz).
25+ BEG: 1. Matt Burroughs (Kaw); 2. Daniel Munoz (Suz); 3. John Hackett (Kaw); 4. Robert Hutchins (Suz); 5. Jason Chism (Suz).
25+ NOV: 1. Jamie Young (Yam); 2. Henry Kokosenski (Hon); 3. Gary Harada (Yam).
25+ INT: 1. Robb Mesecher (Kaw); 2. Ron Lawson (Yam).
30+ BEG: 1. Matt Ginchereau (Yam); 2. Fred Willis (Kaw); 3. G. Pagan; 4. Greg McCarthy (Hon); 5. Glenn Perry (Hon).
30+ NOV: 1. Gregg Coy (Hon); 2. Louie Peick (Hon); 3. Bill Reimer (Yarn); 4. Henry Kokosenski (Hon); 5. Jamie Young (Yam).
30+ INT: 1. Tony Spear 2. Robb Mesecher (Kaw); 3. Cougan McGruder (Hon); 4. Randy Skinner 5. Ron Lawson (Yam).
35+ NOV: 1. Pete Vetrano (Yam); 2. Jack Phinn (Hon); 3. Greg Whitfield (Hon); 4. Debbie Matthews (Kaw); 5. Mark Moore (Suz).
35+ INT: 1. Jim Domann (Kaw); 2. F.L. Nichols (Hon).
40+ NOV: 1. Robby Bland (Hon).
40+ INT: 1. Vincent Clark (Hon); 2. Greg Erickson (Kaw).
40+ EX: 1. Gary Jones (KTM); 2. Alan Olson (TM); 3. Mike Marion (Yam); 4. Skid Rowe (Hon); 5. Randy Mnter (Suz).
VET PRO: 1. Willy Musgrave (Hon)

Rayborn rips at Sears Point RR

By Jacqueline Jouret
Photo by Nick Cedar

SONOMA, CA, APR. 9

Cal Rayborn grabbed the holeshot, rocketed to a huge lead, and went virtually unchallenged in the opening round of the AFM's 1995 Formula Pacific series at Sears Point International Raceway.

The Cycle Gear-sponsored rider took his black Kawasaki ZX-7R across the line nearly half a lap ahead of his nearest competitor, beginning his defense of the AFM number-one plate in decisive style.

The only rider who could have challenged Rayborn for the win, Mark McDaniel, suffered a horrendous start and had to work his way through the field for several laps before moving into the trophy position. McDaniel moved into second ahead of Robert Mesa on the back straight just before the white flag, but any attempt to catch Rayborn was halted prematurely when the throttle cable broke on McDaniel's GSX-R. Mesa retook second, and Darrell Clingerman was restored to third position by McDaniel's mechanical failure.

Mesa's second place, his best-ever in Formula Pacific, was complemented by a win in Open Grand Prix and another second behind McDaniel in Open Superbike.

McDaniel nearly made a race of it in the 750cc Superbike contest as well but crashed out harmlessly while attempting to ride around the outside of his competitors in Turn 11. That left David Stanton and Anthony Lupo to swap places for the lead throughout the race, with Stanton capitalizing on a slight bobble by Lupo coming out of the chicane to take the lead for good. Lupo finished in second, with Jesse Broadway third and Glenn Filshie fourth.

The 600cc Superbike race gave Todd Hoeft a chance to show his stuff, showing superb form in getting the best of veteran Tom Montano, Ron Chiaratti and Robert Nunez. Montano brought his Yamaha home first in the 600cc Production class after fending off challenges from Chiaratti and Kawasaki-mounted Robbie Dowie.

Guy Celestre had a fine day on his FZR400, scoring decisive wins in both 450cc Production and 450cc Superbike divisions. Ross Wells came across the line second in the Production class, with David Colyer third. Darrell Parker took second in Superbike class ahead of the third-place Wells.

Results

F-PAC: 1. Cal Rayborn III (Kaw); 2. Robert Mesa (Yam); 3. Darrell Clingerman (Kaw); 4. Mike Smith (Suz); 5. Glenn Filshie (Suz).
250 PROD: 1. Donny Sanchez (Kaw); 2. Frank Mazur (Kaw); 3. Tom Dorsey (Kaw).
450 PROD: 1. Guy Celestre (Yam); Ross Wells (Yam); 3. David Colyer (Yam).
600 PROD: 1. Tom Montano (Yam); 2. Ron Chiaratti Jr. (Hon); 3. Robbie Dowie (Kaw).
750 PROD: 1. Anthony Lupo (Yam); 2. Glenn Filshie (Suz); 3. Guy Celestre (Suz).
OPEN PROD: 1. Gary Jaehne (Hon); 2. Fletcher Wilson 3. Brok McAllister (Hon).
250 S/BK: 1. Joe Carrillo Jr. (Yam); 2. Ken Cohen (Yam); 3. Mark Anolik (Yam).
450 S/BK: 1. Guy Celestre (Yam); 2. Darrell Parker (Yam); 3. Ross Wells (Yam).
600 S/BK: 1. Todd Hoeft (Hon); 2. Tom Montano (Yam); 3. Ron Chiaratti Jr. (Hon).
750 S/BK: 1. David Stanton (Suz); 2. Anthony Lupo (Yam); 3. Jesse Broadway (Suz).
OPEN S/BK: 1. Mark McDaniel (Suz); 2. Robert Mesa (Yam); 3. Chris Voelker Sr. (Hon).
500 TW: 1. Ken Baer (Kaw); 2. Brian Long (Kaw); 3. Alan Kelso (Kaw).
650 TW: 1. Mike Summers (Hon); 2. Dan Reeser (Hon); James Lickwar.
OPEN TW: 1. James Coda (Duc); 2. Paul Orlandi (Duc); 3. Kim LeBaron (Duc).
F-SGL: 1. Bill Giltner (Spo); 2. Brian Brown (Spo); 3. Joe Abeyta (Yam).
F-1: 1. Jeff Short (Yam); 2. Blake Lawson (Hon); 3. Billy Vassiliou.
F-2: 1. Jeff Leggitt (Hon); 2. Brian LeFevre (Yam); 3. Don Grijalva (Yam).
F-3: 1. Rick Klein (Hon); 2. Mike Mondo (Hon); 3. Carlos Neves (Hon).
OPEN GP: 1. Robert Mesa (Yam); 2. Doug DeRyke (Yam); Denny Doherty (Yam).
VINT: 1. Eric Swortsfigure (Nor); 2. Steve Stone (BMW).
F-40: 1. Mike Summers (Hon); 2. Gary Jaehne (Hon); 3. Mark Ingalls (Yam).

Pocorobba, Priputen prevail at CRC Motocross

By Greg Robertson

PALMDALE, CA, APR. 2

Los Angeles County Raceway was the site of the opening round of California Racing Club's 18th annual Tri Race Series. Anthony Pocorobba and Scott Priputen each used perfect 1-1 scores to top the 250cc Pro and 125cc Beginner classes, repectively.

Tracy Asher edged out Pocorobba, Malcolm Watson and Ty Kady for the first 250cc Pro moto holeshot, but Pocorobba made his intentions clear by taking control only four turns into the race. Watson and Katy tangled in a corner and went down, handing third place to Bill Sauro.

Pocorobba would end up leading every lap and taking the checkered flag going away, leaving the only real racing on the track for second place. Sauro was pressuring Asher for second and made his bid for the position on the final lap. Sauro dived underneath Asher in a left-hand sweeper, but Asher retaliated by keeping the throttle pinned down for the length of the following straight to regain the position. Two turns later Sauro literally slammed his way past Asher to once again move into second, where he would stay until the finish. Nick Mairose took fourth while Katy recovered to earn fifth.

Asher duplicated his first-moto start with Pocorobba on his rear fender ready to pounce. Pocorobba wasted little time and shot around Asher on the opening lap. Asher got out of shape in some whoops causing him to overshoot the following turn and allow Katy to move into the runner-up position. The Smith FMF/SNR/Race Tech/Bieffe-backed Pocorobba looked to have the sand track wired as he gradually pulled away from Katy to greet the checkers first to take home the first place cash. Sauro worked up from a poor start to get around Asher at the halfway point for a third-place finish, good enough for second overall on the day.

Priputen nailed the first 125cc Beginner class moto holeshot but had a troublesome first lap and would end up dropping back to sixth place. Kevin Townsend inherited the lead and looked to be running away from a good battle for second between Jason Clark and Jay Schreffler until his bike broke with a couple of laps remaining. Priputen kept charging throughout the moto and eventually passed both Clark and Schreffler to take over the lead. Once out front, Priputen easily pulled away to take the win by a 15-second margin over Clark.

The second moto was all Priputen's, as he went wire-to-wire for the convincing win. Clark and Jeff Nolan argued over second place for much of the race with Clark coming out on top in the end. Schreffler came back from a first-lap crash to finish fourth and fourth overall behind the 4-3 score of Nolan.

Results

Pee Wee B-2: 1. Dave Carter (Yam); 2. Heather Dubin (KTM); 3. Tanner Langham (Yam); 4. Tylor Pineda; 5. Bryce Terzian (Suz).
Pee Wee B-1: 1. Edward Herring (KTM).
Pee Wee A: 1. Jared Tebo (Yam); 2. Ryan Roybal (Yam); 3. J.J. Noone (Itj); 4. Charles Messer (Yam).
60cc BEG: 1. Troy Tittlemier (Kaw); 2. Aron Tomota (Kaw); 3. Bo Williams; 4. Cory Rodenius (Kaw); 5. Frankie Pineda (Yam).
60 (0-8): 1. Vincent Rhoads (Kaw).
60 (9-11): 1. Daryl Ecklund (Kaw); 2. Gerald Patin (Kaw); 3. Anthony Barbacovi (Kaw); 4. Andrew Renshaw (Kaw); 5. Richard Enbanks (Kaw).
80 BEG: 1. Grant Lee Moore (Hon); 2. John Grover (Yam); 3. Vincent Rhoads (Suz); 4. Nathan Paminutan (Suz); 5. Gregory Freier (Yam).
80 (7-11): 1. Scott Howe (Suz); 2. Shane Smith (Suz); 3. Daryl Ecklund (Suz); 4. Kurt Caselli (Kaw); 5. Gerald Patin (Yam).
80 (12-13):1. Christopher Gosselaar (Kaw); 2. Donnie Durrer (Suz); 3. Todd Gosselaar (Kaw); 4. Justin Kornoff (Yam); 5. Lars Lindstrom (Hon).
80 (14-16): 1. Jason Webb (Suz); 2. Michael Young (Hon); 3. D.J. Priputen (Yam).
80 OPEN: 1. Michael Young (Hon); 2. Scott Howe (Suz); 3. D.J. Priputen (Yam); 4. Tyson Tittlemier (Suz); 5. Grant Lee Moore (Hon).
125 BEG: 1. Scott Priputen (Yam); 2. Jason Clark (Kaw); 3. Jeff Nolan (Kaw); 4. Jay Schreffler (Yam); 5. Art Salazar (Kaw).
125 NOV: 1. Jake Gribbon (Yam); 2. Chris Neitzel (Suz); 3. Kevin Tarwater (Suz); 4. Brit Jackson (Kaw); 5. Chris Honnold (Kaw).
125 INT: 1. David Evilsizer (Suz); 2. Loren Jenkins (Hon); 3. Scott Johnson (Suz); 4. Ken Reed (Kaw); 5. David Hughes (Kaw).
125 PRO: 1. Travis Preston (Suz); 2. Anthony Pocorobba (Suz); 3. Jimmy Lavorci (Yam); 4. Tracy Asher (Suz); 5. Nick Mairose (Suz).
250 BEG: 1. Ethan Dally; 2. Ron Greeg (Yam); 3. Don Robinson (Suz).
250 NOV: 1. Mike Tomlinson (Yam); 2. Shawne Chamberlin (Kaw); 3. Cole Townsend (Hon); 4. Dan Malloy (Suz); 5. Chad Hill (Hon).
250 INT: 1. Shawn O'Brien (Suz); 2. Ken Reed (Kaw); 3. Robbie Dunham (Yam); 4. Paul Gilmartin (Hon); 5. Michel Becke (Yam).
250 PRO: 1. Anthony Pocorobba (Suz); 2. Bill Sauro (Hon); 3. Ty Katy (Suz); 4. Tracy Asher (Suz); 5. Nick Mairose (Suz).
500 BEG: 1. Ress Benson (Hon).
500 NOV: 1. Jon Hall (Hon).
JR VET BEG: 1. Craig Russell (Hon); 2. Shannon Hudson (ATK); 3. Justin Leeds (Hon); 4. Gabi Abayou (Hon); 5. Dan Bernadickt (Hon).
JR VET NOV: 1. Chris Ray (Hon); 2. Jeff Finch (Hon); 3. Mike Licitra (Suz); 4. Mike Lucas (Kaw); 5. Craig Wirths (Yam).
VET BEG: 1. Tim McEntee (Hon); 2. Michael Kennedy (Yam); 3. Darrell Sanders (Hon); 4. Ress Benson (Hon); 5. Charles Shannon (Hon).
VET NOV: 1. Bruce Tebo (Hon); 2. Harold Smith (Suz); 3. Bruce Richards (Kaw); 4. Lee Saul (Suz); 5. Mike DeStefaro (Kaw).
VET INT: 1. Steve Williams (Hon); 2. James Coppedge (Yam); 3. Randy Anderson (Yam).
VET EX: 1. Rodney Morrison (Hon); 2. Scotty Walker Jr. (Suz); 3. Leo Saul (Yam); 4. Mark Horton (Yam).
SR BEG: 1. Dave Meiner (Yam).
SR EX: 1. Mike Webb (Suz); 2. Bob Dunham (Yam).
OT NOV: 1. John Webb (Hon); 2. Don Meiner (Yam); 3. John Craft (Kaw); 4. Barry Simon (Hon); 5. Bill Lombard (Hon).
OT AM: 1. Charles Howell (Yam); 2. Bob Lucas (Kaw); 3. Phil Black (Hon); 4. Chuck Rowe (Yam); 5. Jack Sabine (Hon).
OT EX: 1. John Chapman (Kaw); 2. Bob Sherred (Yam); 3. Jose Rodriguez (Hon); 4. Randy Wessels (Hon); 5. Richard Bealer (Yam).
OT MS: 1. Mike Webb (Suz); 2. Jerome Gibson (Hon); 3. Ken Renaux (Hon); 4. W.G. Wilson (Kaw); 5. Jack Kell (Hon).

Dirt track returns to San Jose Fairgrounds

By Scott Rousseau

SAN JOSE, CA, APR. 9

It was as if a Phoenix had risen from the ashes when Johnny Murphree scored his biggest racing payday when professional dirt track racing returned to the Santa Clara County Fairgrounds.

The racing did not take place on the legendary San Jose Mile, but rather the existing third-mile, semi-banked sprint car oval. Promoters Dave and Harold Murrell took possession of the track just after midnight on Saturday, and by dawn on Sunday, they had prepared a smooth, dialed-in flat track that was very racy for the 120 Pro-Am and Sportsman riders who showed up to do battle.

The West Coast Power Sports/Grayboy Racing/Shoei/Hap Jones Dist./Marv's Pizza/Steve Johnson-sponsored Murphree rim rode during the entire 15-lap main event, taking the Jerry Kennedy checkered flag for a resounding victory over Paul Iwanaga and Ronnie Brown. Fast heat winner Lonnie Pauley came off the fourth row to finish fourth ahead of The Pee-Wee Stock division began the main event lineups with Corey Eaton topping the A division while Derek George won the B class, finishing ahead of Matt Tuckett, and Michael Rinaldi was the C class winner.

Brandon Inderbitzen won his first 80cc B class main event while Matt Gomez was the first C rider. Toby Jorgensen easily handled the competition in the 80cc A ranks, with Jacob Holden second.

Beau Brown won the 250cc B/C combined class while Tony Souza Jr won the 250cc A class.

Results

P/W: 1. Corey Eaton (Yam); 2. Derek George (Yam); 3. Matt Tuckett (Yam).

P/W MOD: 1. Brad Hiler (Yam); 2. Derrick Ponton (Yam); 3. Frankie Lane (Yam).

60: 1. Chris Waite (Kaw); 2. Michael Rochester (Kaw); 3. Matt Gomez (Kaw).

80 B/C: 1. Brandon Inderbitzen (Hon); 2. Chad Ross (Kaw); 3. Matt Gomez (Kaw).

80 A: 1. Toby Jorgenson (Hon); 2. Jacob Holden (Hon); 3. Mickey Lane (Suz).

100 B/C: 1. Rich Marquis (Hon); 2. Jesse Vankol (Hon).

250 B/C: 1. Beau Brown (Kaw); 2. Craig Gonzales (Yam); 3. Billy Tetrick (Hon).

250 A: 1. Tony Souza (Hon); 2. Ron Reimer (Hon); 3. Gary Miller (Yam).

OPEN B/C: 1. Eiske Tomita (Hon); 2. Larry Andres (Rtx); 3. John Pierce (Rtx).

VET-O/T: 1. Larry Andres (Rtx); 2. Bob Casey (Rtx); 3. Steve Gardner (Rtx).

VET O/T A: 1. Robert Bacosa (H-D); 2. Robert Grant (Hon); 3. Joe Carrera (Rtx).

600 A: 1. Ronnie Brown (Yam); 2. Nathan Wait (Rtx); 3. Kevin Bricker (Hon).

OPEN A: 1. Robert Seay (Rtx); 2. Gary Rogers (Rtx); 3. Michelle DiSalvo (Yam). 750/883 EXHIB: 1. Nathan Wait (H-D); 2. Andy Tresser (Duc); 3. Lonnie Pauley (Hon).

Presler perfect at Silver State Motocross

By Joan Tiearney

CARSON CITY, NV, APR. 9

Aaron Presler returned to Silver State Raceway for only his sixth race to take the first-place trophy in the 125cc Beginner class by riding two perfect motos aboard his Suzuki.

Presler mixed it up with a large 125cc Beginner class and said that he enjoyed himself. "It's a little different than skiing or snowboarding but the speed and thrill is always there on a dirt bike," Presler said.

Presler led the class from start to finish ahead of Honda riders Clint Miller and Charles Smith in moto one. Tyler Crawford and Cory Mathison rode in fourth and fifth.

In moto two, Smith, Mathison and Miller were top three off the gate. Presler worked his way through the traffic to take the lead on lap four. From there, he rode a flawless race and took the overall for the day. Miller earned a second overall, and third place went to Mathison via his 4-2 score. Smith was fourth, and fifth went to Tommy Jean after he nailed down 5-5 placings.

Nathan Tiearney topped the 80cc Intermediate class with 2-1 finishes ahead of Mike Mason. Nick Jarrett blazed his way to the 60cc class overall win. CN

Results

60: 1. Nick Jarrett (Kaw); 2. Jimmy Hazel (Kaw); 3. Matt Hall (Kaw); 4. Jerome Kleames (Kaw); 5. Mark Hall (Kaw).

80 BEG: 1. Jimmy Hazel (Hon); 2. Nick Jarrett (Kaw); 3. Josh Kaufmann (Yam); 4. John Hanks (Hon); 5. Rich Crawford (Hon).

80 JR: 1. Matt Kneseck (Hon); 2. Freddy Welchers (Hon); 3. Tommy Jean (Suz); 4. Bobby Beaupre' (Suz); 5. Wes Cohelan (Kaw).

80 INT: 1. Nathan Tiearney (Suz); 2. Mike Mason (Suz); 3. Jason McNeil (Yam).

125 BEG: 1. Aaron Presler (Suz); 2. Clint Miller (Hon); 3. Corey Mathison (Hon); 4. Freddy Welchers (Hon); 5. Tommy Jean (Suz).

125 JR: 1. Greg Malcom (Suz); 2. Justin Scullen (Suz); 3. Chris Bray (Yam); 4. Jason McNeil (Hon).

125 INT: 1. Joe Machado (Hon); 2. Chris Ponsock (Suz).

250 BEG: 1. Kenny Pirkle (Hon); 2. John Simpson (Suz); 3. Jeromie Souhovet (Hon); 5. Phillip Herring (Yam).

250 JR: 1. Jim Fry (Hon); 2. Darren Reid (Hon); 3. Todd Davis (Yam); 4. Greg Malcom (Suz).

250 PRO: 1. Justin Tiearney (Suz).

VET JR: 1. Chris Enyart (Hon); 2. Fritz Welchers (Hon); 3. Harry Trainor Jr. (Hon); 4. Jack Morgan (KTM); 5. Bob Fabel (Hon).

VET INT: 1. Richard Mannschreck (Hon).

VET PRO: 1. Jon Varner (Hon); 2. Eric Schacht (Yam); 3. Robert Hansen (Yam).

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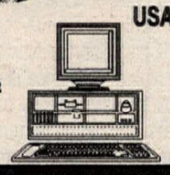

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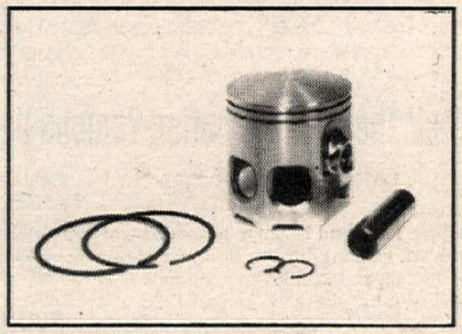

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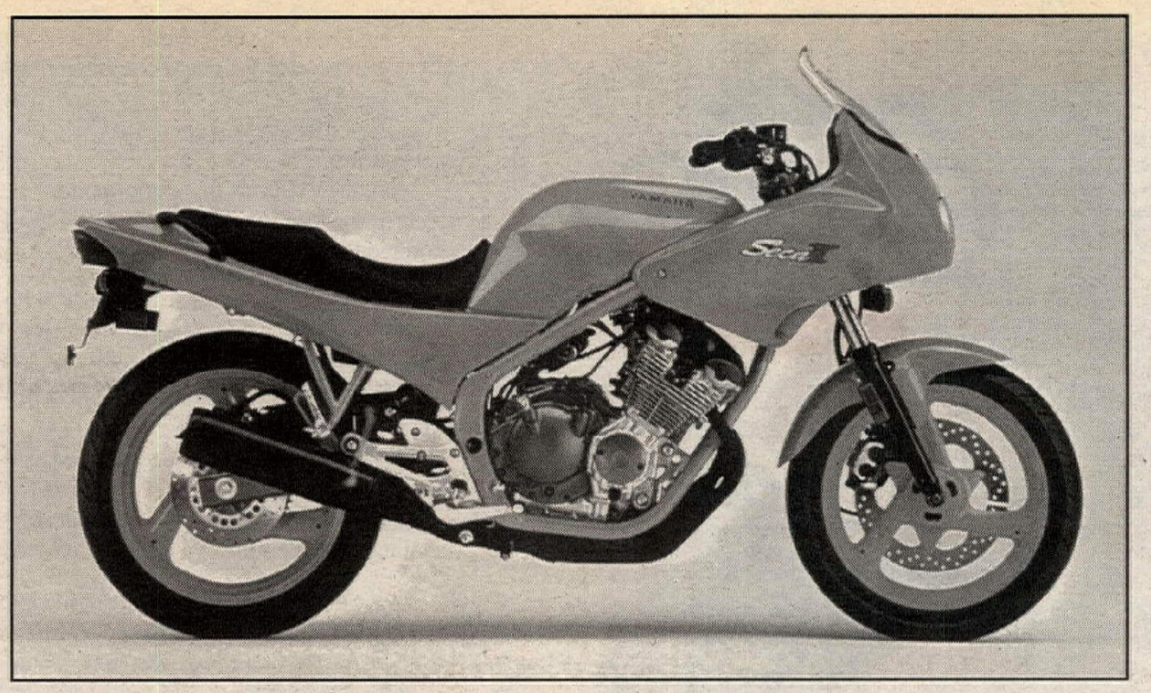
SECA II



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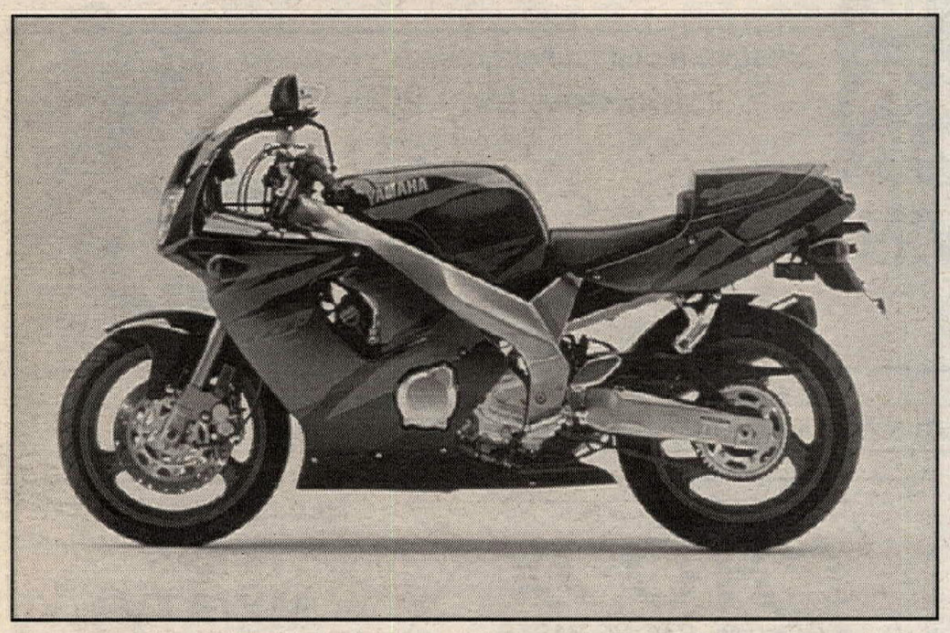
YZF600R



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(201) 825-3333

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Sussex Motorsports
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Sussex, NJ 07461
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
4/23 Suzuka, Japan, Rnd 3
5/7 Jerez, Spain, Rnd 4
5/21 Nurburgring, Germany, Rnd 5
6/11 Mugello, Italy, Rnd 6
6/24 Assen, Netherlands, Rnd 7
7/9 Le Mans, France, Rnd 8
7/23 Donington Park, Eng., Rnd 9
8/6 TBA, Rnd 10
8/20 Brno, Czech Republic, Rnd 11
9/17 Rio de Janiero, Brazil, Rnd 12
9/24 Buenos Aires, Argentina, Rnd 13
10/8 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
5/7 Hockenheim, Germany, Rnd 1
5/21 Misano, Italy, Rnd 2
5/28 Donington Park, England, Rnd 3
6/18 Monza, Italy, Rnd 4
6/25 Albacete, Spain, Rnd 5
7/9 Salzburgring, Austria, Rnd 6
7/23 Laguna Seca, U.S., Rnd 7
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/10 Assen, Holland, Rnd 10
10/15 Sentul, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series
4/30 Vila S. Cruz, Argentina, Rnd 3
5/14 Szczecin, Poland, Rnd 4
5/21 Norg, Holland, Rnd 5
5/28 Kaposvar, Hungary, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Jinin, Czech Republic, Rnd 8
7/2 Borgon Mag, San Marino, Rnd 9
7/8 Iffendic, France, Rnd 10
7/30 Pugeran, Indonesia, Rnd 11
8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series
4/23 Payerne, Switzerland, Rnd 3
4/30 Maggiora, Italy, Rnd 4
5/21 Vanlaa, Finland, Rnd 5
5/28 Motala, Sweden, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Cork, Ireland, Rnd 8
7/16 Maracay, Venezuela, Rnd 9
7/30 Gdynia, Poland, Rnd 10
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series
4/23 Sittendorf, Austria, Rnd 2
5/7 Wohlen, Switzerland, Rnd 3
5/21 Loket, Czech Republic, Rnd 4
5/28 Folkensange, Lxmbrg., Rnd 5
6/11 Cingoli, Italy, Rnd 6
6/18 St. Jean d'Ang, France, Rnd 7
7/2 Ballykelly, Ireland, Rnd 8
8/6 Namur, Belgium, Rnd 9
8/20 Rhenen, Holland, Rnd 10
8/27 Reultingen, Germany, Rnd 11

World C'ship Enduro Series
5/14 S. Severino Marche, Italy, Rnd 3
5/21 Prades De Salans, Fra., Rnd 4
6/11 Linkoping, Sweden, Rnd 5
6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series
4/23 Sugar Loaf Mt., Ireland, Rnd 3
5/14 Bilstain, Belgium, Rnd 4
5/26 Nowy Targ, Poland, Rnd 5
6/4 Temi, Italy, Rnd 6
6/18 Bilbao, Spain, Rnd 7
6/25 St. Michel-de-Maurienne, France, Rnd 8
7/16 La Rabassa, Andorra, Rnd 9
8/20 Helsinki, Finland, Rnd 10

World C'ship Individual Speedway Series
5/20 Wroclaw, Poland, Rnd 1
6/17 Wiener-Neustadt, Austria, Rnd 2
7/8 Abensberg, Germany, Rnd 3
8/12 Linkopink, Sweden, Rnd 4
9/9 Vojens, Denmark, Rnd 5
9/30 London, England, Rnd 6

Motocross des Nations
9/10/95 Sverepec, Czechoslovakia

Trials des Nations
9/24/95 Piesting, Austria

International Six Day Enduro
9/18-23/95 Jelenia Gora, Poland

AMA Grand Nat'l C'ship Series
5/6 Harrington, DE, Rnd 3
5/13 *Henderson, KY, Rnd 4
5/28 Springfield, IL, Rnd 5
6/3 LaSalle, IL, Rnd 6
6/17 Dallas, TX, Rnd 7
6/24 Lima, OH, Rnd 8
7/2 Du Quoin, IL, Rnd 9
7/8 Lake Odessa, MI, Rnd 10
7/15 Hagerstown, MD, Rnd 11
7/22 Sedelia, MO, Rnd 12
7/29 Oklahoma City, OK, Rnd 13
8/6 Peoria, IL, Rnd 14
8/9 Rapid City, SD, Rnd 15
8/12 Denver, CO, Rnd 16
8/19 Indianapolis, IN, Rnd 17
8/27 Goshen, IN, Rnd 18
9/3 Springfield, IL, Rnd 19
9/9 Mechanicsburg, PA, Rnd 20
9/16 Rossburg, OH, Rnd 21
9/23 Knoxville, IA, Rnd 22
9/30 Sacramento, CA, Rnd 23
10/7 Pomona, CA, Rnd 24
10/15 Del Mar, CA, Rnd 25
* Tentative

AMA 600 National C'ship Dirt Track Series
6/11 Peoria, IL, Rnd 2
8/20 Converse, IN, Rnd 3
9/9 Castle Rock, WA, Rnd 4

AMA Harley-Davidson 883 Dirt Track Series
5/13 *Henderson, KY, Rnd 2
5/28 Springfield, IL, Rnd 3
6/3 LaSalle, IL, Rnd 4
6/17 Dallas, TX, Rnd 5
7/2 Du Quoin, IL, Rnd 6
7/8 Lake Odessa, MI, Rnd 7
7/15 Hagerstown, MD, Rnd 8
7/22 Sedelia, MO, Rnd 9
8/9 Rapid City, SD, Rnd 10
8/12 Denver, CO, Rnd 11
9/3 Springfield, IL, Rnd 12
9/9 Mechanicsburg, PA, Rnd 13
9/23 Knoxville, IA, Rnd 14
9/30 Sacramento, CA, Rnd 15
10/7 Pomona, CA, Rnd 16
10/15 Del Mar, CA, Rnd 17
* Tentative

AMA Regional Dirt Track Championship Series
5/7 Springfield, OH, Rnd 2
5/20 Greenville, OH, Rnd 3
6/10 Dayton, OH, Rnd 4
6/23 Orrville, OH, Rnd 5
7/4 Frederick, MD, Rnd 6
7/7 Lake Odessa, MI, Rnd 7
8/25 Greenville, OH, Rnd 8
9/8 Castle Rock, WA, Rnd 9

U.S. Supercross Series
4/22 Charlotte, NC, Rnd 11
4/29 Irving, TX, Rnd 12
5/20 Cleveland, OH, Rnd 13
6/3 Denver, CO, Rnd 14
6/10 Las Vegas, NV, Rnd 15

AMA 125/250cc National Championship MX Series
5/7 Sacramento, CA, Rnd 2
5/28 Mt. Morris, PA, Rnd 3
6/18 Budds Creek, MD, Rnd 4
6/25 Southwick, MA, Rnd 5
7/2 Buchanan, MI, Rnd 6
7/16 Troy, OH, Rnd 7
7/23 New Berlin, NY, Rnd 8
7/30 Millville, MN, Rnd 9
8/6 Washougal, WA, Rnd 10
8/27 Binghamton, NY, Rnd 11
9/3 Delmont, PA, Rnd 12

AMA Superbike Nat'l Championship Series
4/30 Monterey, CA, Rnd 3
6/4 Lexington, OH, Rnd 4
6/11 Elkhart Lake, WI, Rnd 5
6/18 Loudon, NH, Rnd 6
7/16 Brainerd, MN, Rnd 7
8/27 Sonoma, CA, Rnd 8
TBA East St. Louis, IL, Rnd 9
9/24 Chandler, AZ, Rnd 10

AMA National Championship Enduro Series
4/23 Forest Hill, LA, Rnd 5
5/7 Wellston, OH, Rnd 6
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
4/29-30 Crosbyton, TX, Rnd 1
5/27-28 McArthur, OH, Rnd 2
6/3-4 Idaho City, ID, Rnd 3
6/10-11 Tillamook, OR, Rnd 4
6/24-25 McMinnville, OR, Rnd 5

AMA National Championship Hare Scrambles Series
5/14 Wilson, LA, Rnd 3
5/21 Roseburg, OR, Rnd 4
7/9 Kahoka, MO, Rnd 5
7/16 Speedsville, NY, Rnd 6
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

AMA National Championship Hare & Hound Series
4/23 Lucerne, CA, Rnd 4
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

AMA Nat'l Championship Hillclimb Series
5/21 Middlebury, IN, Rnd 1
6/4 Jefferson, PA, Rnd 2
6/11 Freemansburg, PA, Rnd 3
6/18 Avoca, NY, Rnd 4
7/22 Marquette, MI, Rnd 5
7/29 Haydenville, OH, Rnd 6
8/6 Jefferson, PA, Rnd 7
8/13 Danville, WV, Rnd 8
8/27 Monson, MA, Rnd 9
9/10 Freemansburg, PA, Rnd 10
9/17 Middlebury, IN, Rnd 11
9/24 Jefferson, PA, Rnd 12
9/30 Asheville, NC, Rnd 13
10/8 Oregonia, OH, Rnd 14

AMA/NATC National C'ship Observed Trials Series
4/22 Prescott, AZ, Rnd 1
4/23 Prescott, AZ, Rnd 2
4/29 El Centro, CA, Rnd 3
5/20 Cayuta, NY, Rnd 4
5/21 Elizabethtown, PA, Rnd 5
5/27 Exeter, RI, Rnd 6
5/28 Exeter, RI, Rnd 7
8/26 Canon City, CO, Rnd 8
8/27 Canon City, CO, Rnd 9
9/2 Tillamook, OR, Rnd 10
9/3 Lee's Camp, OR, Rnd 11

AMA/Wiseco/Yamaha/Dunlop/Moose/ITP National Cross Country Series
4/30 Brownsville, PA, Rnd 4
5/21 Boyers, PA, Rnd 5
6/4 Elkins, WV, Rnd 6
6/18 Elizabeth, WV, Rnd 7
8/27 Millfield, OH, Rnd 8
9/17 Bunner Ridge, WV, Rnd 9
10/1 Jewett, OH, Rnd 10
10/15 Mt. Morris, PA, Rnd 11
10/29 Crawfordsville, IN, Rnd 12
Info 304/594-1157

AMA Championship Mid South Winter Hare Scrambles Series
4/23 Mannington, KY, Rnd 7
Info 615/331-1475 or 615/859-0873

AMA/Prostar Championship Drag Race Series
5/5-7 Richmond, VA
6/2-4 Indianapolis, IN
6/23-25 W. Lebanon, NY
8/11-13 Rockingham, NC
10/6-8 Bowling Green, KY
11/9-12 Gainesville, FL
Info 205/852-1101

AMA Loretta Lynn Qualifying Series
Northeast Region
4/22-23 Delmont, PA
5/6-7 Southwick, MA
5/13-14 Auburn, NY
6/3-4 Indiana, PA
6/17-18 Amateur Regional Armaugh, PA
6/24-25 Youth Regional S. Edmeston, NY

Southeast Region
4/29-30 Kingsport, TN
5/6-7 Roberta, GA
5/20-21 Christiana, TN
6/10-11 Amateur Regional Macon, GA
6/17-18 Youth Regional Reddick, FL

Southcentral Region
4/22 Tyler, TX
5/7 Albuquerque, NM
5/14 Rusk, TX
TBA Natalia, TX
6/17-18 Amateur/Youth Regional Tyler, TX

Southwest Region
4/30 Peoria, AZ
4/30 Monterey, CA
5/14 San Jose, CA
5/14 Moreno Valley, CA
6/18 Amateur/Youth Regional Moreno Valley, CA

Northwest Region
TBA Clarks Branch, OR

Mideast Region
4/22-23 Hortonville, IN
4/29-30 Bloomingdale, MI
4/29-30 Dover, OH
5/6-7 Sugar Grove, OH
5/13-14 Millington, MI
5/13-14 London, KY
6/17-18 Youth Regional Buchanan, MI
6/24-25 Amateur Regional N. Webster, IN

Northcentral Region
4/22-23 Hoopeston, IL
5/6-7 Lake Geneva, WI

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Sun., May 14	CRC MX - Dunestown Series	Sunrise
Sun., May 21	CRC MX - Dunestown Series	Castaic
Sun., May 28	CRC MX - Dunestown Series	L.A.C.R.

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Sat., Apr. 22	GFI Super Saturday MX	Perris
Wed., Apr. 26	GFI Wed. Practice Day (2pm-7pm)	Perris
Sat., Apr. 29	GFI Super Saturday MX	Perris

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6/17-18 Amateur Regional
Lowes, KY
6/24-25 Youth Regional
Hoopeston, IL

AMA Loretta Lynn Nationals
8/7-12 Hurricane Mills, TN
Info 419/478-5386

C'ship Cup Pro-Am Series
Florida Region
4/22-23 Palm Beach Gardens, FL
5/29 Palm Beach Gardens, FL
6/17-18 Talladega, AL
6/24-25 Palm Beach Gardens, FL
7/15-16 Palm Beach Gardens, FL
7/29-30 Bloomingdale, GA
8/12-13 Palm Beach Gardens, FL
9/2-3 Bloomingdale, GA
9/9-10 Palm Beach Gardens, FL
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL

Great Lakes Region
5/13-14 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/10-11 Grattan, MI
7/1-2 Grattan, MI
7/29-30 Rockton, IL
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL

Mid-West Region
5/13-14 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/8-9 Rockton, IL
7/29-30 Rockton, IL
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
* 10/21-22 Daytona, FL

Southeast Region
4/22-23 Talladega, AL
5/27-28 Bloomingdale, GA
6/17-18 Talladega, AL
6/24-25 Braselton, GA
7/29-30 Bloomingdale, GA
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/30-10/1 Talladega, AL
*10/21-22 Daytona, FL

Great Plains Region
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/15-16 Topeka, KS
8/26-27 Topeka, KS
*10/21-22 Daytona, FL

Mid-Atlantic Region
4/22-23 Talladega, AL
5/6-7 Summit Point, WV
5/27-28 Bloomingdale, GA
6/10-11 Summit Point, WV
6/24-25 Braselton, GA
7/22-23 Summit Point, WV
8/12-13 Braselton, GA
*10/21-22 Daytona, FL

Northeast Region
5/6-7 Loudon, NH
5/27-28 Bridgehampton, NY
6/10-11 Loudon, NH
7/1-2 Bridgehampton, NY
7/15-16 Loudon, NH
7/29-30 Bridgehampton, NY
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL

Southwest Region
5/6-7 Las Vegas, NV
5/20-21 Chandler, AZ
6/17-18 Chandler, AZ
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

*WERA Sportsman Championship Seriès
Mid-Atlantic Region
4/22-23 Rockingham, NC
6/10-11 Garrettsville, OH
7/8-9 Garrettsville, OH
7/20-24 Clermont, IN
8/5-6 Summit Point, WV
8/12-13 Rockingham, NC
9/2-3 Garrettsville, OH
10/7-8 Summit Point, WV

Southeast Region
4/22-23 Rockingham, NC
5/13-14 Talladega, AL
6/10-11 Faulkville, GA
7/1-2 Talladega, AL
7/15-16 Faulkville, GA
7/20-23 Clermont, IN
8/12-13 Rockingham, NC
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA

North Central Region
5/6-7 Grattan, MI
5/20-21 Mt. Meridian, IN
7/20-24 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
9/9-10 Grattan, MI
9/30-10/1 Mt. Meridian, IN

Mid-Central Region
4/29-30 Fairmont City, IL
5/20-21 Mt. Meridian, IN
6/2-4 Hallett, OK
7/20-23 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
8/26-27 Talladega, AL

South Central Region
5/6-7 College Station, TX
6/2-4 Hallett, OK
7/1-2 Henderson, TX
7/20-23 Clermont, IN
8/5-6 College Station, TX
9/2-3 Hellett, OK
9/30-10/1 College Station, TX

Southwest Region
TBA Las Vegas, NV
Info 803/681-9372
* Tentative

* WERA Grand National Final
10-11/15 Braselton, GA
Info 803/681-9372
* Tentative

* WERA Nat'l Challenge Series
5/5-7 College Station, TX, Rnd 1
5/19-21 Breselton, GA, Rnd 2
5/26-28 Summit Point, WV, Rnd 3
6/23-25 Grattan, MI, Rnd 4
7/7-9 Mt. Meridian, IN, Rnd 5
7/20-23 Clermont, IN, Rnd 6
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 Talladega, AL, Rnd 9
10/11-15 Braselton, GA, Rnd 10
Info 803/681-9372
* Tentative

Sunoco Formula USA Series
**5/19-21 Braselton, GA, Rnd 2
**6/23-25 Grattan, MI, Rnd 3
**8/25-27 Portland, OR, Rnd 4
10/13-15 Braselton, GA, Rnd 5
Info 916/582-1061
** EBC Triple Crown Round

* WERA Nat'l Vintage Series
4/22 Rockingham, NC, Rnd 6
5/6 Grattan, MI, Rnd 7
6/4 Hallett, OK, Rnd 8
6/10 Garretsville, OK, Rnd 9
6/10 Faulkville, GA, Rnd 10
7/1 Talladega, AL, Rnd 11
7/2 College Station, TX, Rnd 12
7/8 Garrettsville, OH, Rnd 13
7/15 Faulkville, GA, Rnd 14
8/5 Summit Point, WV, Rnd 15
8/6 College Station, TX, Rnd 16
8/12 Rockingham, NC, Rnd 17
8/12 Mt. Meridian, TN, Rnd 18
8/26 Talladega, AL, Rnd 19
9/2 Garrettsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/9-10 Summit Point, Rnd 23
9/30 Mt. Meridian, IN, Rnd 24
9/30 Faulkville, GA, Rnd 25
10/1 College Station, TX, Rnd 26
10/7 Summit Point, WV, Rnd 27
10/10-11 Final, Braselton, GA
Info 803/681-9372
* Tentative

AHRMA Historic Cup Series
4/28-29 Rosamond, CA
5/20-21 Grattan, MI
6/10-11 S. Beloit, IL
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
4/28-30 Rosamond, CA
5/20-21 Grattan, MI
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
4/23 Brentwood, CA
5/6 Blountville, TN
5/20 Grattan, MI
6/4 San Bernardino, CA
6/10 Budds Creek, MD
7/1 Peoria, IL
7/15 Southwick, MA
8/5 Braselton, GA
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
4/29 Rosamond, CA
5/19 Lake Odessa, MI
6/10 Budds Creek, MD
6/11 Cumberland, MD
7/2 Peoria, IL
7/29-30 Weedsport, NY
8/4 Winder, GA
8/12 Linnville, OH
8/27 Lake Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine Trials Series
4/22 Brentwood, CA
4/30 Collins, MO
5/21 Grattan, MI
7/2 Peoria, IL
7/9 Norden, CA
8/6 Braselton, GA
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

ARHMA Vintage Enduro Series
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/ 842-9699

NETRA C'ship Enduro Series
4/30 Freetown, MA
6/4 Wrentham, MA
6/11 Somers, CT
6/25 W. Greenwich, RI
7/23 Oxford, MA
8/13 New Boston, MA
9/10 Lee, MA
9/17 Wrentham, MA
10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

NETRA Championship Hare Scrambles Series
5/14 Fishouse, NY
6/18 Thomaston, CT
7/2 Chelsea, VT
7/9 Union, CT
7/16 Windsor, MA
7/30 E. Hamton, CT
8/6 Searsport, ME
8/20 Union, CT
8/27 Cheshire, MA
9/3 W. Glocester, RI
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

NETRA Turkey Run Series
5/28 W. Greenwich, RI
6/10-11 Loudon, NH
7/16 Lake Desolation, NY
7/22-23 Adams, MA
8/13 Canaan, NH
8/27 Gardner, MA
9/3 New Boston, MA
9/10 N. Haverhill, NH
10/8 Washington, MA
10/15 Winchendon, MA
10/29 Central Village, CT

NETRA Championship Junior Enduro Series
4/29 Brimfield, MA
5/13 Fishouse, NY
6/17 Thomaston, CT
7/8 Union, CT
7/15 Southampton, MA
8/19 Union, CT
8/26 Southampton, MA
9/2 W. Gloucester, RI
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

SERA Enduro Series
4/23 Forest Hill, LA
5/7 Wiggins, MS
5/21 Saucier, MS
6/4 Laurel, MS
7/16 Goodman, MS
8/13 Breezy Hill, LA
8/20 Lake Nimrod, AR
9/17 Rockford, AL
10/8 Jemison, AL
11/5 Maplesville, AL

SERA Hare Scrambles Series
5/14 Wilson, LA
9/3 Clanton, AL

9/30 McComb, MS
10/22 Tupelo, MX
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

ECEA C'ship Enduro Series
5/7 New Lisbon, NJ
5/14 Stanhope, NJ
5/28 New Philadelphia, PA
6/4 Whiteford, MD
6/25 West Greenwich, RI
7/16 Blain, PA
8/6 Middlebury Center, PA
8/20 Speedsville, NY
8/27 Mauricetown, NJ
9/10 Shippensburg, PA
9/17 Brandonville, PA
9/24 New Lisbon, NJ
*10/29 Delaware City, NJ
11/5 New Gretna, NJ
11/12 Warren Grove, NJ
* National Enduro
Info 717/865-0601

ECEA Championship Hare Scrambles Series
4/30 St. Georges, DE
6/18 Ludwigs Corner, PA
7/23 Good Springs, PA
9/3 Belleplain, NJ
10/8 Mauricetown, NJ
11/19 Greenback, NJ
Info 717/865-0601

ECEA Dual Sport Series
7/30 Brandonville, PA
10/1 Indian Mills, NJ
10/15 Suffolk Co., NY
10/22 New Philadelphia, PA
Info 717/865-0601

*** Broz Financial Ltd. Vintage Classics VIII Dirt Track Series**
5/6 Indianapolis, IN
5/21 Westmoreland, KS
5/27-28 Denver, CO
6/10-11 Wichita, KS
6/17 Indianapolis, IN
6/24 Sioux Falls, SD
6/25 Fairbault, MN
7/8-9 Sturgis, SD
7/16 Casper, WY
7/22 Concordia, KS
7/30 Oklahoma City, OK
8/14-15 Stockton, KS
9/1 Davenport, IA
9/16 Wilmar, MN
9/22 Knoxville, IA
9/23 Freeport, IL
* Tentative

SETRA C'ship Enduro Series
4/30 Olustee, FL
5/7 Charleston, SC
5/14 Augusta, GA
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series
4/23 Pine Mtn., GA
5/28 Charlotte, NC
Info 706/468-1328

Black Jack Enduro Circuit
5/7 Stillwater, OK
5/21 Flat River, MO
6/4 Tulsa, OK
6/18 Little Rock, AR
9/10 Collins, MO
10/15 Chadwick, MO
10/29 Tulsa, OK

EEA Eastern Championship Enduro Series
5/7 Perkinston, MS
6/4 Amesville, OH
7/16 Rose City, MI
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

RMEC C'ship Enduro Circuit
4/23 Pueblo, CO
5/7 Chandron, ME
5/28 Limon, CO
6/11 Buena Vista, CO
7/16 Rand, CO
8/6 Woodland Park, CO
9/24 Cloudcroft, NM
10/1 Turkey, TX
Info 307/742-4136.

New York State C'ship Hare Scrambles Series
5/21 Little Genesee, NY
6/4 Java, NY
6/11 Fairville, NY
7/23 Parksville, NY
8/6 Little Genesee, NY
8/13 Rew, PA
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonsten, NY
6/3 Huntsville, TN
7/1 Gray, TN
7/29 Huntsville, TN
8/12 Calhoun, GA
8/19 Huntsville, TN
9/16 Calhoun, GA
9/30 Gray, TN
10/14 Huntsville, TN

Mid East Hare Scrambles Series
4/23 Wytheville, VA
5/7 Lancaster, SC
6/11 Columbus, NC
6/25 Greer, SC
8/2 Columbus, NC
9/3 Hickory, NC
9/10 Danville, VA
9/24 TBA
10/8 Lancaster, SC
10/22 Grover, NC

Virginia C'ship Hare Scramble Series
4/23 Dillwyn, VA
5/7 Martinsville, VA
5/21 Surry, VA
6/11 Ivor, VA
6/25 Pulaski, VA
7/23 Ivor, VA
8/20 Rural Retreat, VA
9/17 Middleborrk, VA
10/1 Martinsville, VA
10/15 Newport News, VA
10/22 Columbia, VA
11/5 Surry, VA
Info 804/255-4620

NMRA Drag Race Series
5/20 Phoenix, AZ
6/17 Sacramento, CA
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

Canadian Supercross Series
9/23 Montreal, Quebec
Info 416/363-9035

CMA Dirt Track National Series
5/21 Woodstock, Ontario
6/3 Leamington, Ontario
6/10 Campbellville, Ontario
7/8 Welland, Ontario
7/22 Welland, Ontario
8/12 Trois-Rivieres, Quebec
9/1 Quebec, Quebec

Golden Crown of Baja Off Road Desert Series
5/26-28 Gran Carrera de Tecate
Tecate, B.C., Mex.
10/6-8 Gran Carrera de Sonora
San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones
San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prixs de Baja Series
6/9-10 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
9/1-2 Tecate Gran Prix
Tecate, B.C., Mex.
11/3-4 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series
5/21 Rosarito, Mex.
8/13 Rosarito, Mex.
10/1 Rosarito, Mex.
12/3 Rosarito, Mex.
Info 011/52-661-22525

Tucker Rocky MX Championship Series
4/30 Bethlehem, PA
6/4 Clifford, PA
6/11 New Berlin, NY
7/4 Binghamton, NY
7/9 Englishtown, NJ
7/30 Walden, NY

No. Calif. Mini Road Racing Assoc. Series
4/29-30 Sacramento, CA
5/20-21 Sacramento, CA
6/25 Sacramento, CA
7/23 Sacramento, CA
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
4/29-30 Rosamond, CA
5/14 Lake Perris, CA
5/27 Lake Perris, CA
6/11 Lake Perris, CA
7/9 Lake Perris, CA
7/29 Lake Perris, CA
8/13 Lake Perris, CA
8/26 Lake Perris, CA
9/10 Lake Perris, CA
9/23 Lake Perris, CA
10/8 Lake Perris, CA
10/26-29 Phoenix, AZ
11/12 Lake Perris, CA
11/25-26 Rosamond, CA
12/10 Lake Perris, CA
Info 909/674-5357

MAMRRA YSR C'ship 50cc-86cc Series
5/29 Hampton, VA
6/11 New Bloomfield, PA
7/2 Hampton, VA
7/23 New Bloomfield, PA
8/13 Hampton, VA
9/3 Hampton, VA
9/10 Ontario, Can.
9/24 New Bloomfield, PA
10/8 New Bloomfield, PA
10/28 Hampton, VA
Info 804/484-4688

SRAC State C'ship Series
4/23 Colorado Springs, CO
4/30 Berthound, CO
5/6 Grand Junction, CO
5/13 Greeley, CO
6/11 Cheyenne, WY
6/16-17 Ft. Collins, CO
6/25 Berthound, CO
7/9 Cheyenne, WY
7/16 Aurora, CO
7/22 Colorado Springs, CO
7/30 Berthound, CO
8/6 Colorado Springs, CO
8/13 Colorado Springs, CO
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

NESC C'ship Motocross Series
4/23 Middleboro, MA
4/30 Middleboro, MA
5/7 Southwick, MA
5/14 Central Village, CT
5/21 Southwick, MA
5/28 Lewiston, ME
5/29 Lewiston, ME
6/4 Middleboro, MA
6/11 Central Village, CT
6/18 Southwick, MA
7/1 Lewiston, ME
7/2 Lewiston, ME
7/9 Southwick, MA
7/16 Middleboro, MA
7/30 Southwick, MA
8/6 Middleboro, MA
8/12 Lewiston, ME
8/13 Lewiston, ME
8/20 Central Village, CT
8/27 Southwick, MA
9/3 Lewiston, ME
9/4 Lewiston, ME
9/10 Southwick, MA
9/17 Middleboro, MA
9/23 Lewiston, ME
9/24 Lewiston, ME
10/1 Southwick, MA
10/8 Middleboro, MA
10/15 Central Village, CT
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
Info 413/772-0685

New England Trials Association Series
5/7 Meriden, CT
6/25 Meriden, CT
7/16 Wrentham, MA
7/23 W. Greenwich, RI
8/5 Ossippee, NH
8/6 Ossippee, NH
8/13 Wrentham, MA
10/1 Chepachet, RI
10/15 W. Greenwich, RI
Info 203/889-5327

Florida Trials Assoc. Championship Series
4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series
4/30 Olustee, FL
5/7 Charleston, SC
5/21 Richloam, FL
6/4 Daytona, FL
Info 407/264-0559

Yamaha/McDonald's/Fox Pee Wee C'ship Series
5/6 Orlando, FL

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May 27,28 . . . . . Elko, Nevada
June 17,18 . . . . . Ogden, Utah
July 15,16 . . . . . Pocatello, Idaho
July 22,23 . . . . . Rupert, Idaho
August 12,13 . . . Rock Springs, Wyoming
August 25,26,27 . . . . . Boise, Idaho
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23rd Annual
TEXAS SERIES
Round #3 - MAY 7
290 Motocross Park
Waller, Texas
Info: 817-694-2901
GNC MOTOCROSS

GLEN HELEN
EVENT CALENDAR

Sat., April 22 & Sun., April 23	NO MX Practice Due to Sand Drags
Thurs., April 27	MX Practice on National, Vintage & PeeWee Tracks 8:00am till Dusk
Sat., April 29	MX Practice on National Track 8:00am till Noon. Mx Practice on Vintage & PeeWee till 5:00pm
Sun., April 30	No MX Practice Due to Off Road Race
Thurs., May 4	MX Practice on National, Vintage & PeeWee Tracks 8:00am till Dusk
Sat., May 6	MX Practice on National Track 8:00am till Noon. MX Practice on Vintage & PeeWee till 5:00pm
Sun., May 7	SRA Gran Prix Gates Open 6:30am Vintage & PeeWee Open for Practice

WHAT'S HAPPENING
SUNDAY, MAY 21
White Brothers World
4-Stroke Championship

MOTOCROSS PRACTICE INFO:
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RACE HOTLINE: (909) 880-1733

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The 27th Annual

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MOTOCROSS CLASSIC

AMA SANCTIONED

DIRT DIGGERS NORTH MOTORCYCLE CLUB

May 6 & 7, 1995 • Prairie City SVRA Park

13300 White Rock Road, Sacramento, California

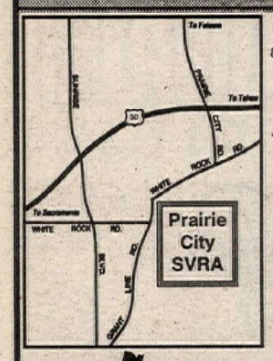
$27,500 purse 125 & 250 NATIONAL

AMA Pro MX - - Sunday May 7

See the factory teams from

Honda, Suzuki, Kawasaki, Yamaha, KTM

(This is your only opportunity this year - there will be no AMA Supercross in 1995)



Gates open 6 AM Racing starts at Noon Practice & Qualifying starts at 9 AM ADMISSION: Saturday 7-12 years $5 Adults $10 Sunday 7-12 years $5 Adults $15 ($20 at the Gate) Race Info: (800) HANGTOWN Press Info: (916) 962-3760 Ticket Info: Howe Ave Box Office 920-1121 Also at Leading Motorcycle Dealers & all Suzuki & CycleGear stores. "Sound of Thunder" Pro-four stroke race $3500 purse + manufacturers contingencies for info call Mike Young, Sr. (408) 437-0969

REGISTRATION INFORMATION: Mail Entry...$35...postmarked by April 30, or at the track Friday May 5 Noon -8 pm, Post Entry...$70...Saturday May 6 Class A ➢ 80cc ➢ 125-250 open combined, under 25 ➢ Up the hill 25-29 ➢ Vet 30-39 ➢ Senior 40-49 • Class B ➢ 80cc ➢ 125cc ➢ 250cc ➢ open ➢ Up the hill 25-29 ➢ Vet 30-39 ➢ Senior 40-49 • Class C ➢ 80cc ➢ 125cc ➢ 250cc ➢ open ➢ Up the hill 25-29 ➢ Vet 30-39 ➢ Senior 40-49

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WISECO/YAMAHA/DUNLOP/MOOSE/BRAKING

National Cross Country Series

AMA SANCTIONED

April 29/30 (Round 4)

BROWNSVILLE PARK - Brownsville, PA

West of Uniontown on Rt. 40, Exit Business District S 2 mi.

May 20/21 (Round 5)

BOYERS

Boyers, PA

50 miles N of Pittsburgh, 1-79 to 1-80 east to Rt 308 S

Entries and Information
RACER PRODUCTIONS
Rt. 7 Box 459
Morgantown, WV 26505
(304) 594-1157

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Coca-Cola Super Cycle Weekend

June 9-11

AMA

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MOTOWEST RACING ENTERTAINMENT

Sat./Sun. Apr. 29&30	AMA-NMA Amateur Qualifier Motocross Championship Laguna Seca Raceway, Monterey, CA
Sun., May 14	NMA Ponca City Qualifier Metcalf Park - San Jose, CA
Sat., May 27	Open MX Practice Hollister Hills

(408) 238-8208 • (408) 637-2073

MOTOCROSS RACING AT ITS FINEST

SRA GP California Schedule

Members	Non Members
Sunday, April 30, 1995	Carlsbad
Sunday, May 7, 1995	Glen Helen

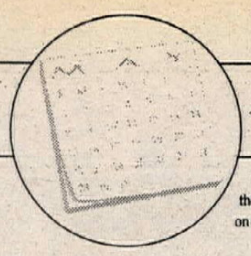
Info (714) 957-2985

County of Santa Clara, CA
MOTORCYCLE PARK

- 600 acres containing over 30 miles of beginner to advanced trails.
- Newly designed MX track - groomed & watered.
- Novice/beginner motocross and oval tracks.
- Park visitor center with exhibits and replacement parts sales.

For more information call: (408) 226-5223

It is advised you call prior to visiting through April '95, Due to recent major storm damage to the trails.



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

6/24 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
10/6 Orlando, FL
10/20 Orlando, FL

Tucker Rocker Florida Mini-Cycle C'ship Series
5/13 Orlando, FL
6/3 Orlando, FL
7/8 Orlando, FL
8/12 Orlando, FL
9/9 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

Tucker Rocker Central Florida MC Dealers Series
5/6 Orlando, FL
6/3 Orlando, FL
6/24 Orlando, FL
7/8 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

South Florida Spring MX Championship Series
4/23 Ona, FL
4/30 Orlando, FL
5/7 Ona, FL
5/14 Reddick, FL
5/28 Orlando, FL
6/4 Homestead, FL
6/11 Orlando, FL
6/25 Ona, FL
7/2 Orlando, FL

NMA World Mini Grand Prix
4/21-23 Las Vegas, NV
Info 310/868-8112

NMA Grand National C'ships
8/1-5 Ponca City, OK
Info 310/868-8112

GNC Texas Series
5/7 Waller, TX
5/14 Dickinson, TX
5/21 Euless, TX
5/28 Lampasas, TX
6/4 Whitney, TX
Info 817/694-2901

AHRMA Texas/Southwestern MX Spring Series
4/23 Lampasas, TX
5/14 Rusk, TX
6/4 Lake Whitney, TX
Info 713/497-3366.

AMA Fall Classic MX Series
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Mega Series
4/30 Wytheville, VA
5/7 Blountville, TN
5/20-21 Blountville, TN
6/4 London, KY
6/18 Blountville, TN
6/25 Kingsport, TN
7/8-9 Blountville, TN
7/16 Wytheville, VA
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA/U.S. Eastern Pro-Am Spring MX Series
4/23 Danville, VA
5/7 Dillwyn, VA
5/14 Elizabeth City, NC
5/21 Danville, VA
6/4 Axton, VA
Info 804/836-3633

AMA No. California Cross Country Series
4/23 Lakesport, CA
4/30 Yearington, NV
5/13-14 Virginia City, NV
5/28 Klamath, CA
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro C'ship Series
4/23 Lakeport, CA
5/7 Georgetown, CA
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7407

AMA No. California Family Enduro Series
5/13 Grizzly Flats, CA
5/20 Foresthill, CA
5/21 Foresthill, CA
6/4 Lony Barn, CA
6/11 Hollister Hills, CA
11/11 Foresthill, CA
11/19 Stonyford, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series
4/23 Ft. Hood, TX
5/7 Saint Jo, TX
5/21 Whitney, TX
6/4 Muenster, TX
7/18 Whitney, TX
7/23 Rusk, TX
8/27 Muenster, TX
9/10 Weatherford, TX
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

TVRC Spring Series
4/23 Tyler, TX
5/7 Houston, TX
5/21 Kempner, TX
6/4 Clyde, TX
6/18 Burleson, TX

Missouri Hare Scrambles C'ship Series
4/30 Westphalia, MI
5/7 Steelville, MI
6/11 Russellville, MI
6/25 Collins, MI
7/23 Tebbetts, MI
8/6 Sedalia, MI
8/13 Potosi, MI
8/27 Canton, MI
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

Kansas Hare Scrambles Championship
5/7 Carbondale, KS
6/4 Westmoreland, KS
6/11 Wamego, KS
7/2 Carbondale, KS
7/16 Randolph, KS
8/20 Lake Perry, KS
9/10 Lake Milford, KS
10/8 Carbondale, KS
10/22 Westmoreland, KS
11/12 Carbondale, KS
11/26 Carbondale, KS
Info 913/836-9171

Outlaw Spring Classic Motocross Series
4/23 Westmoreland, KS
4/30 Ashland, NE
5/7 Agency, MO
5/14 Westmoreland, KS
5/21 Ashland, NE
6/4 Agency, MO
6/11 Ashland, NE
6/18 Westmoreland, KS
6/25 Ashland, NE
Info 913/456-2516

OCCRA Cross Country Series
4/23 Oklahoma City, OK
5/21 Elk City, OK
9/10 Oklahoma City, OK
9/24 Lake Draper, OK
10/8 Erick, OK
10/22 Stillwater, OK
11/12 Hallet, OK
Info 405/376-6849

Southeastern Trials Rider Assoc. Series
5/6-7 Crossville, TN
6/3-4 Alpharetta, GA
6/10-11 Carrolton, KY
8/12-13 Newnan, GA
9/9-10 Berea, KY
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

MRAN Off-Road C'ship Series
4/23 Alamo, MV
5/21 Pioche, NV
7/2 Caliente, NV
7/30 Ely, NV
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

OMRRA Road Race Series
4/30 Portland, OR
5/14 Portland, OR
6/4 Portland, OR
7/4 Portland, OR
9/24 Portland, OR
10/15 Portland, OR
Info 503/ 221-1487

RAM C'ship Road Race Series
5/7 Coos Bay, OR
6/18 Coos Bay, OR
7/2 Coos Bay, OR
8/13 Coos Bay, OR
9/3 Coos Bay, OR
10/8 Coos Bay, OR
Info 503/269-2474

WSMC Road Race Series
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

* International Old Timers MX Series
4/29-30 Marysville, CA
5/13-14 TBA
5/27-28 Washougal, WA
6/3-4 TBA, Alberta, Can.
7/1-2 Agazziz, B.C., Can.
* 7/15-16 TBA
7/29-30 TBA
9/2-3 Fernley, NV
* Tentative

Over the Hill Gang National Series
4/29-30 Tulare, CA
5/27-28 Fernley, NV
6/17-18 Mammoth Mountain, CA
9/16-17 TBA
10/14-15 Adelanto, CA
11/TBA TBA
Info 408/629-5278 or 310/864-6875

* Motorcycle Asphalt Racing Series
5/20 Myrtle Beach, SC
6/9 Columbus, OH
6/21 Richmond, VA
8/18 Asheboro, NC
9/30 West Scarboro, ME
10/6 Asheville, NC
10/14 Gainesville, GA
10/28 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
4/22-23 New Waverly, TX
4/29-30 Mill Hall, PA
5/6-7 Daniel Boone Nat'l Forest
5/20-21 Logan, OH
6/3-4 Leasterville, MO
6/10-11 Lake Isabella, CA
6/10-11 Davis, WV
7/8-9 Brightwood, OR
7/22-23 Adams, MA
7-30/8-4 Kinross, MI
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series
4/22-23 Hungry Valley, CA
4/29-30 Lone Pine, CA
5/6-7 Borrego Springs, CA
5/21 San Bernardino, CA
6/10-11 *Lake Isabella, CA
6/24-25 Mammoth Lakes, CA
7/9 Gorman or Castaic, CA
7/22-23 Bass Lake, CA
8/6 TBA
8/19-20 Huntington Lake, CA
9/10 Ontario, CA
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 Hemet, CA
10/29 Hesperia or Lucerne Valley, CA
11/10-11 *LA-Barstow-Las Vegas,
11/19 Riverside, CA
12/10 Filmore, CA
*National Trail Ride Series event
Info 818/249-2141

AMA/District 36 Central Calif. Spring MX Series
4/29 Monterey, CA
5/6 Sacramento, CA
5/27 Marysville, CA
6/25 Tracy, CA
Info 209/862-0754

Appalachian Dual Sport Series
5/6-7 Renfrew Valley, KY
6/10-11 Davis, WV
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

Wild West National MX Series
4/29-30 Ogden, UT
5/6-7 Park City, UT
5/27-28 Elko, NV
7/15-16 Pocatello, ID
7/23-24 Rupert, ID
8/12-13 Rock Springs, WY
8/25-27 Boise, ID
Info 801/464-5445

Lodi Cycle Bowl C'ship Dirt Track Series
5/6-7 Lodi, CA
5/20 Lodi, CA
6/3 Lodi, CA
6/10 Lodi, CA
6/17 Lodi, CA
6/24 Lodi, CA
7/8 Lodi, CA
7/29 Lodi, CA
8/19 Lodi, CA
8/26 Lodi, CA
9/9 Lodi, CA
9/16 Lodi, CA
9/23 Lodi, CA
10/1 Lodi, CA
10/7 Lodi, CA
10/14 Lodi, CA
10/21-22 Lodi, CA
10/28 Lodi, CA
Info 209/368-7182

U.S. Womens Team MX Series
4/22 Vegas, NV
5/20 Denver, CO
6/10 Vegas, NV
9/29-30 Anaheim, CA
10/13-14 Salt Lake City, UT
11/3-4 San Diego, CA
11/17-18 Las Vegas, NV
Info 714/754-7305

Northwest 883 Twins Series
4/29-30 Portland, OR
5/5-7 Kent, WA
6/11 Kent, WA
7/4 Portland, OR
8/19-20 Hoquiam, WA
9/23-24 Portland, OR
10/22 Kent, WA
Info 604/585-HAWG

APRIL

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MAY

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21	22	23	24	25	26	27
28	29	30	31			

• DENOTES PRO PAYBACK

Fri, April 21

• CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• DELAWARE SHORT TRACK - Delaware Motorsports, Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

• TENNESSEE MOTOCROSS - Dallas Ricker, Northeast TN Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 22-23

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Central Florida Trail Riders, Orlando. Info: 904/735-2751.

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

• FLORIDA MOTOCROSS - AMA/Air Dania, Loretta Lynn's area qualifier, Dania. Info: 800/MOTO-X-55.

GEORGIA DRAG RACE - AMRA, 3rd Annual Southern Swing All Harley Drags, Warner Robins Dragway, Warner Robins. Info: 708/250-0838.

• IDAHO MOTOCROSS - SIRA/EIMA, Rupert Fairgrounds, Rupert. Info: 208/678-9560.

ILLINOIS MOTOCROSS - AMA/Bailey's Motosports Park, Inc., Loretta Lynn Amateur/Youth qualifiers, Hoopeston. Info: 217/283-6370.

INDIANA MOTOCROSS - AMA/Knobby Hills MX Inc., Amateur/Youth qualifier, Hortonville. Info: 317/758-8200.

PENNSYLVANIA MOTOCROSS - AMA/Racer Productions/Bellco, Inc., Loretta Lynn Amateur/Youth qualifier, Steel City Raceway, Delmont. Info: 304/594-1157.

PENNSYLVANIA OBSERVED TRIALS - AMA/D-4, Santa Claus Hollow, Vintage - no points, Mainsburg. Info: 717/549-7181.

TEXAS DUAL SPORT - AMA/Dist. 20/Trail Riders of Houston, Lone Star 200, Sam Houston National Forest, New Waverly. Info: 713/537-2983.

Sat, April 22

CALIFORNIA DIRT TRACK - Lodi M.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday MX, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA OBSERVED TRIALS - AMA/AHRMA, Sand Hill Ranch, Brentwood. Info: 916/967-0262.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Spring Break Series - Rnd 4/Final, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA MOTOCROSS - CMC, Spring Classic, Sacramento Raceway, Sacramento. Info: 916/363-2653.

• DELAWARE SHORT TRACK - AMA/Dist. 7/Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-6066, 629-6535.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• NORTH CAROLINA MOTOCROSS - Wilkes Co. Moto-x Park, Lenoir. Info: 704/758-4342.

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SUPERCROSS - Evansville Raceways Inc., Berwick. Info: 717/759-2841.

• SOUTH CAROLINA MOTOCROSS - Jeff Kilgore, I-95 Motocross, Hardeeville. Info: 803/784-2408.

• TENNESSEE FLAT TRACK - Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

TEXAS MOTOCROSS - AMA/Swan Motosport Park, Amateur/Youth qualifier, Tyler, Info: 903/882-9512

Sun, April 23

ARKANSAS HARE SCRAMBLES - A.H.S.C.S., Washburn. Info: 501/933-8427.

CALIFORNIA HARE & HOUND - AMA/Vikings M/C, National Championship - Rnd 4, Bessemer Mine Rd., Lucerne. Info: 714/630-6968 or 619/367-2342.

• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA FLAT TRACK - AMA/D-36, Pro-Am/Sportsman, San Jose Speedway, San Jose. Info: 408/295-6906.

CALIFORNIA RELIABLITY ENDURO - AMA/D-36/Los Altos Dirt Bikers, Cow Mtn. OHV area, Lakeport. Info: 415/341-2492.

CALIFORNIA FLAT TRACK - AMA/D-36, Pro-Am/Sportsman, San Jose Speedway, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - CMA, Winter Series, Madera. Info: 209/673-8080.

• CALIFORNIA MOTOCROSS - AMP, MSR/Answer Spring Series, Oatfield MX Track, Turlock. Info: 209/667-7109 or 541-0860.

CANADA MOTOCROSS - MRA, Erei Ramblers, Wheatley, Ontario. Info: 519/326-3447.

• FLORIDA MOTOCROSS - Double A Promotions, Hilliard International Motocross, Jacksonville. Info: 904/845-2076.

• FLORIDA MOTOCROSS - AMA, Air Dania Motocross Park, Dania/Ft. Lauderdale. Info: 800/MOTO-X-55.

GEORGIA MOTOCROSS - North Georgia Spring Series, Lazy River MX, Dalton. Info: 706/278-1620.

GEORGIA ENDURO - SE&TRA, Barney's Bluff Enduro, Augusta. Info: 404/922-8234.

ILLINOIS TRIALS - Forest City Riders, Byron. Info: 815/962-3498.

ILLINOIS ENDURO - Brush Poppers M/C, Morrison. Info: 815/772-4592.

• KANSAS HARE SCRAMBLES - K.O.R.R., 1-man/2-hr., Silver City, Sterling. Info: 316/636-5113.

• KANSAS MOTOCROSS - Outlaw MX Series - Rnd 4, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

• KENTUCKY MOTOCROSS - AMA, Daniel Boone Motocross Park, Sheltowee Series - Rnd 3, London. Info: 606/877-1364.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

LOUISIANA ENDURO - AMA/Acadiana Dirt Riders, National C'ship Series, Forest Hill. Info: 318/234-0445.

• MARYLAND MOTOCROSS & HARE SCRAMBLE - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

MASSACHUSETTS HILLCLIMB - AMA/New England Hillclimbers Assoc., Inc., Monson. Info: 413/267-4713.

NEVADA CROSS COUNTRY - S.N.A.R.E., Las Vegas. Info: 702/452-8157.

NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Motocross Park, Carson City. Info: 702/267-4392.

NEVADA HARE SCRAMBLES - S.N.A.R.E., Nellis Dunes, Las Vegas. Info: 702/452-8157.

NEVADA HARE & HOUND - Motorcycle Racing Assoc. of Nevada/S.N.D.R., Alamo. Info 702/431-1080.

• NEW JERSEY MOTOCROSS - AMA/Jay Irwin/Ken Landerman, Raceway Park, Englishtown. Info: 908/445-7800.

• NEW YORK MOTOCROSS - W.N.Y.S.C., Hunt Moto Park, Hunt. Info: 716/476-2697.

• NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

NEW YORK MOTOCROSS - Claverack Motocross, Claverack. Info: 518/828-6149.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OHIO MOTOCROSS - MRA/Sandusky Valley Riders M.C., Sandusky Valley Riders, Tiffin. Info: 419/447-3054.

OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Assn., Motorcycle Raceway, Oklahoma City. Info: 405/672-1423.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Rock. Info: 717/345-6340.

TEXAS VINTAGE MOTOCROSS - TVRC, Spring Series - Rnd 4, Swan MX Park, Tyler. Info: 817/282-0408.

• TEXAS CROSS COUNTRY - TCCRA, Fort Hood, Killeen. Info: 214/394-9168.

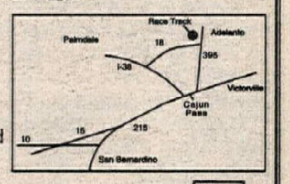
CRC
Sunday April 30, 1995
DON'T MISS IT!
Membership Not Required
Sunrise Cycle Park
Adalanto, California
Overnight camping OK
Must be in by 8 p.m.

8:00 AM	Parade Lap
8:15 AM	PeeWee Practice
8:30 AM	Decade/Vintage Jr. Vets (+25)
9:15 AM	PeeWee Moto 1
9:30 AM	80cc
10:15 AM	PeeWee Moto 2
10:30 AM	Old Timers
11:15 AM	60cc
12:00 Noon	Parade Lap
12:30 PM	CRC Vets (+30) Sr's (+40)
1:30 PM	125-250-500 Beg
2:30 PM	125-250-500 Nov/int/Pro
3:30 PM	Team Race

EACH CLASS RACE 45 MINUTES
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

MAIL ENTRY	$25.00
Non-Member	$30.00*
POST ENTRY	$30.00
Non-Member	$35.00*

No post entry penalty for 2nd class entered
* Membership Not Required to Race - Points & Prizes only to Members
Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)
1995 CRC Membership Available
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550
For info call (805) 272-8889



1995 Championship Motocross Series
SEASON OPENER
April 16 at Delta Raceway - Delta, Ohio
MRA Midwest Racing Association
WEEKLY RACING EVERY FRIDAY, SATURDAY AND SUNDAY
Milan, Michigan • Delta & Sandusky, Ohio • Leamington Ontario Canada
Beginner, Novice, Intermediate, Expert, Veterans, PeeWees
Awards for top half of Class
Ohio State Championship May 7, Veterans Classic May 28
Drawing for 1996 MX Bike June 4.
Call 313-289-2100 or 419-647-4455 for more info.

STARWEST SUPERCROSS PARK
Moreno Valley, CA
NOW! OPEN RIDING & PRACTICE 3 TIMES A WEEK
TUESDAY 9AM-2PM & 4PM-10PM
THURSDAY 4PM-10PM
SATURDAY 9AM-1PM
Located 3 Miles East Of I-215 On Ramona Expwy At The Lake Perris Fairgrounds
For More Info (909) 943-4535 or (909) 657-8845

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933
April 21 Speedway & Sidecars
April 28 Stanley Exhaust Tech Night Speedway, Sidecars & Quads
Month of May Student Body Mayhem - Students 2 for 1
May 5 25 Lapper-Speedway & Sidecars

What makes a perfect gift for the person who has everything?
a
CYCLE NEWS
gift subscription!
Call (310) 427-7433 to order today.

MotoWest Racing Entertainment
presents...
AMA Sanctioned April 29th & 30th
MONTEREY BAY MOTOCROSS CHAMPIONSHIP
Laguna Seca Raceway, Monterey, CA
Including Qualifiers for:
Saturday - NMA Ponca City Grand National Qualifier*
Sunday - AMA Loretta Lynn Area Qualifier
150% Pro Payback Both Days!
Prices:
Riders $50.00
Includes rider gate fee and one mechanic pass for both days.
Riders $40.00
1 Day Only
Riders may also purchase two additional passes at $15.00 each for weekend events.
Riders must enter pits at Hwy 68 gate
All Pro $500.00 Challenge
Open to All Pros, One Moto $500.00 to Win Race
Half Time Race Each Day
The Engines Only XR100 Race
All XR100 Racers Invited
$100.00 to Win
$50.00 for Second
Sponsored by Engines Only
Information:
408-238-8208 or 415-587-8678

Delaware Motorsports Park presents
DELAWARE SHORT TRACK CHAMPIONSHIP
Seaford Delaware
(Only 20 minutes from Harrington National)
$1000 Purse
$600 Pro
All Classes Welcome!
Friday MAY 5, 1995
Sponsored by Harley-Davidson of Seaford, Delaware
Call for pre-entry discount
Delaware Motor Sports, Inc.
Track (302) 629-6535 Office (302) 422-6066

A.H.R.M.A. National
DIRT TRACK
Friday Evening - April 28, 1995
Support 500+600 class
REGIONAL TT
Don't Miss It!
Saturday Evening - April 29, 1995
NATIONAL FLAT TRACK
Gates Open 3pm • Practice 5:30 • Races 7pm
Cash Only for Post Entry • Must be AMA & AHRMA Members
WILLOW SPRINGS RACEWAY Rosamond, CA
For More Information 818-719-9219

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

VIRGINIA HARE SCRAMBLE - Mid East, Rural Retreat Hare Scramble, Wytheville. Info: 704/484-9000 or 704/937-9177.

• VIRGINIA MOTOCROSS - AMA, Answer/MSR Pro Am Spring Series - Rnd 3, Birch Creek Motosports, Danville. Info: 804/836-3633.

• WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Tues, April 25

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, April 26

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/289-2100.

Fri, April 28

• CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA DIRT TRACK - AMA/AHRMA, Regional TT, Willow Springs Raceway, Rosamond. Info: 818/719-9219.

• DELAWARE SHORT TRACK - Delaware Motorsports, Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

• TENNESSEE MOTOCROSS - Dallas Ricker, Northeast TN Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 29-30

CALIFORNIA MOTOCROSS - International Old Timers Assn., Marysville. Info: 510/787-2596 or 916/332-1052.

CALIFORNIA MOTOCROSS - Motowest/AMA/D-36, Loretta Lynn qualifier/Ponca City qualifier, Laguna Seca Raceway, Monterey. Info: 408/238-8208 or 415/587-8678.

CALIFORNIA POKER RUN - BLM/Hi-Desert Charities, Barstow. Info: 619/252-3093.

CALIFORNIA MOTOCROSS - Over the Hill Gang Northern Chapter National, OTHG National Championship Series - Rnd 1, Tulare Cycle Park, Tulare. Info: 310/864-6875 or 209/733-9528.

MICHIGAN MOTOCROSS - AMA/Red Bud Competition Club, Amateur/Youth qualifier, Bloomingdale. Info: 616/695-6405.

MICHIGAN MOTOCROSS - AMA/Dist. 14, Mustang Acres, Brighton. Info: 810/229-9719.

• OHIO MOTOCROSS - AMA/American Motosports, Inc., Amateur/Youth qualifier, Tuscarwaras County Fairgrounds, Dover. Info: 614/596-2057.

OREGON ROAD RACE - OMRRA, Portland International Raceway, Portland. Info: 503/221-1487.

PENNSYLVANIA DUAL SPORT - AMA/Dirty Dabbers, Mill Hall. Info: 717/728-6674.

TENNESSEE MOTOCROSS - AMA/Victory Sports, Loretta Lynn Amateur/Youth qualifier, Kingsport. Info: 615/323-5497.

TEXAS RELIABILITY ENDURO - AMA/Lubbock Trail Riders, National Championship Series - Rnd 1, Crosbyton. Info: 806/293-1420.

• UTAH MOTOCROSS - Wild West, Ogden. Info: 801/464-5445.

Sat, April 29

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday MX, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or (909) 943-4535.

CALIFORNIA DIRT TRACK - AMA/AHRMA, National flat track, Willow Springs Raceway, Rosamond. Info: 818/719-9219.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - AMA/Dist 36, Centra Calif. Spring Series, Monterey. Info: 209/862-0754.

• FLORIDA MOTOCROSS - West Fla. Motocross, Milton. Info: 904/623-6038.

ILLINOIS POKER RUN - Ridgewood Cycle Association, Ryan's Pub, Frankfort. Info: 805/469-9972.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

• KENTUCKY SHORT TRACK - Paducah Dirt Riders, Paducah. Info: 502/444-6438.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

MASSACHUSETTS ENDURO - NETRA, National Junior Championship, Jump Start Jr., Brimfield. Info: 203/875-5757.

MICHIGAN MOTOCROSS - AMA/Dist. 14, Mustang Acres, Brighton. Info: 810/229-9719.

NORTH CAROLINA MOTOCROSS - 226 Motocross, Marion. Info: 704/652-3758.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

• OHIO SPEEDWAY & SHORT TRACK - Bear Creek Speedway, Canton. Info: 216/837-5694.

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• TENNESSEE FLAT TRACK - Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

Sun, April 30

ARKANSAS HARE SCRAMBLES - A.H.S.C.S., Bee Branch. Info: 501/933-8427.

• CALIFORNIA GRAND PRIX - CRC, Meadow Muffin G.P., Sunrise Cycle Park, Adelanto. Info: 805/272-8889.

CALIFORNIA SHOW - Pacific Coast Dream Machines, Half Moon Bay Airport, San Francisco. Info: 415/726-2328.

• CALIFORNIA MOTOCROSS - CMA, Winter Series, Madera. Info: 209/673-8080.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985 or 540-1368.

• CALIFORNIA MOTOCROSS - SSC/Shane Trittler Promotions, Castaic Brick Spring Nationals (re-scheduled from April 9), Hungry Valley, Gorman. Info: 805/294-0020.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The River Dirt Riders, Olustee. Info: 904/268-5968.

FLORIDA ENDURO - SE&TRA, Battlefield Enduro. Olustee. Info: 404/922-8234.

• FLORIDA MOTOCROSS - AMA, Air Dania Motocross Park, Dania/Ft. Lauderdale. Info: 800/MOTO-X-55.

• FLORIDA MOTOCROSS - Double A Promotions, Hilliard International Motocross, Jacksonville. Info: 904/845-2076, 268-2376.

ILLINOIS HARE SCRAMBLES - AMA/Dist 17/Prairie State Riders, Bob Grewe Memorial, Buffalo Rock Riding Park, Ottawa. Info: 708/377-2968, 815/786-8551.

ILLINOIS TRIALS - Lincoln Trail Motosports, Casey. Info: 217/932-2041.

• INDIANA MOTOCROSS - AMA/Dist. 15, Wabash Cannonball, Wabash. Info: 800/776-8744.

• KANSAS MOTOCROSS - K.O.R.R., Spring Championship, Green Acres, Marion. Info: 316/636-5113.

KANSAS TT SCRAMBLES - Midstate Dirt Racers Assoc./KMSA, Westmoreland. Info: 913/286-1261, 776-1888.

KENTUCKY MOTOCROSS - Louisa. Info: 304/486-5244.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

MASSACHUSETTS ENDURO - New England Trail Rider Assoc., John Monahan, Freetown. Info: 203/875-5757.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MISSOURI HARE SCRAMBLES - State Championships, Mo. Dirt, Westphalia. Info: 314/392-2475.

• MISSOURI MOTOCROSS - NMA, Ponca qualifier - Ozark region, Possum Hollow, Springfield. Info: 918/451-7227.

• NEBRASKA MOTOCROSS - Outlaw MX Series - Rnd 5, White Sands Raceway, Ashland. Info: 402/556-5801.

NEW YORK OBSERVED TRAILS - AMA/D-4, Cuba. Info: 716/968-3580.

NEW YORK MOTOCROSS - Long Island Sports Committee/Joseph Merrill, Suffolk Meadows Race Track, Yaphank. Info: 516/924-2399.

• NEW YORK MOTOCROSS - AMA/Dist. 3/CNYMRA, Frozen Ocean Motocross Park, Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/Ace Motocross, Championship Point Series, Modena. Info: 914/463-2093.

• TEXAS MOTOCROSS - GNC double points race, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

OHIO MOTOCROSS - MRA, Season Opener, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO MOTOCROSS - Ohio International Raceway, Ravenna. Info: 216/369-5993.

OREGON TRIALS - AMA/OMRA/Lobos Motorcycle Club, China-Hat ISDE, Bend. Info: 503/656-5801.

• OREGON ROAD RACE - Oregon Motorcycle Road Racing Assn., Portland International Raceway, Portland. Info: 503/221-1487.

PENNSYLVANIA MOTOCROSS - AMA, Bushkill Valley MX Park, Bethlehem. Info: 717/420-0251.

• PENNSYLVANIA MOTOCROSS - Evansville Raceways Inc, Berwick. Info: 717/759-2841.

• PENNSYLVANIA MOTOCROSS - Happy Ramblers Motorcycle Club, Hanover. Info: 717/633-7708.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

• VIRGINIA MOTOCROSS - AMA/Victory Sports, Mega Series, Pro Sport MX, Wytheville. Info: 615/323-5497.

WISCONSIN TRIALS - Wisconsin Observed Trials Association, Cross Plains. Info: 815/232-2731.

• WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club, Inc., Lake Mills. Info: 414/297-9367.

Tues, May 2

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, May 3

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/289-2100.

May 5-7

VIRGINIA DRAG RACE - AMA/Prostar, Featherlite Trailers Dixie Nationals, Virginia Motorsports Park, Richmond. Info: 205/852-1101.

WASHINGTON ROAD RACE - WMRRA, Seattle International Raceways, Kent. Info: 206/972-4499.

Fri, May 5

• CALIFORNIA SPEEDWAY - International Speedway, 25-lap Classic, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/289-2100.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

May 6-7

CALIFORNIA MOTOCROSS - Sound of Thunder MX Series - Rnd 1 Four Stroke Race, Prairie City S.V.R.A., Sacramento. Info: (408) 437-0969.

• GEORGIA MOTOCROSS - AMA/Dixie Motorcycle Sports, Loretta Lynn area qualifier, Hillbilly Hills, Roberta. Info: 912/788-0413.

ILLINOIS TRIALS - Rock River Riders, Polo. Info: 815/232-2731.

MASSACHUSETTS MOTOCROSS - AMA/Motocross 338, Loretta Lynn area qualifier, Southwick. Info: 413/569-6635.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd International Raceway, Brainerd. Info: 612/332-4070.

NORTH CAROLINA MOTOCROSS - AMA/Dist. 29/Devils Ridge, Sat- Dist 29 benefit/Sun-AMA, Sanford. Info: 919/776-2414, (919) 776-1767.

OHIO MOTOCROSS - AMA/C.O.C.R., Loretta Lynn area qualifier, Sugar Grove. Info: 614/746-8875.

TENNESSEE OBSERVED TRIALS - STRA, Crossville.. Info: 615/484-6391.

• UTAH MOTOCROSS - Wild West Nationals, Park City. Info: 801/464-5445.

WEST VIRGINIA DUAL SPORT - AMA/Racer Productions, Dual Sport Trial Ride Series, Daniel Boone National Forrest. Info: 304/594-1157.

WISCONSIN MOTOCROSS - AMA/Lake Geneva Raceway, Loretta Lynn area qualifier, Lake Geneva. Info: 815/728-0823.

Sat, May 6

CALIFORNIA POKER RUN - ABATE, Sacramento to Marysville. Info: 916/971-3163.

CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA VINTAGE CYCLE RALLY - AMA/James McClure, Kings Fair, Hanford. Info: 805/733-1137.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Truck/KTM Racing Series - Rnd #5, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or (909) 943-4535.

CALIFORNIA MOTOCROSS - AMA/Dist. 36/Dirt Diggers North M.C., Amateur day, Prairie City S.V.R.A., Sacramento. Info: (800) HANGTOWN.

CALIFORNIA MOTOCROSS - AMA/D36, Central Cal. Spring MX Series, Sacramento. Info: 209/862-0754.

COLORADO DIRT TRACK & SPEEDWAY - Dirt Track Ass./IMI, Run Wheels/Harrys Roamers, Longmont. Info: 303/678-7879.

• FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

• INDIANA DIRT TRACK - AMA/Fast Track Racing, Summer Thunder Series, Amateur-Pro-Am Vintage National, Indiana State Fairgrounds. Info: 219/486-7172.

• KENTUCKY SHORT TRACK - Paducah Dirt Riders, Paducah. Info: 502/444-6438.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

MICHIGAN MOTOCROSS - Polka Dots M/C, Spring Fling, Midland. Info: 517/832-8284.

• MISSOURI MOTOCROSS - Outlaw Motocross Series, Agency Motocross, Agency. Info: 913/456-2516

• NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

• NORTH CAROLINA MOTOCROSS - Wilkes Co. Moto-x Park, Lenoir. Info: 704/758-4342.

NORTH CAROLINA HARE SCRAMBLES - SE&TRA, Speedway 100 Hare Scrambles, Charlotte. Info: 706/468-1328.

OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 313/289-2100.

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA SUPERCROSS - Evansville Raceways Inc., Berwick. Info: 717/759-2841.

• TENNESSEE FLAT TRACK - Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

Sun, May 7

CALIFORNIA SWAP MEET - ABATE, 2nd Annual M/C Swap Meet, Fair Oaks VFW grounds, Fair Oaks. Info: 916/624-8223.

CALIFORNIA ENDURO - AMA/D-36/California Enduro Riders Assn., Eldorado NF, Georgetown. Info: 916/676-2131.

CALIFORNIA DIRT TRACK - AMA/Lodi ML.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - S.S.C. Motocross/Shane Trittler Promotions, The Castaic Brick Spring Nationals, Gorman OHV Park, Gorman. Info: 805/294-0020.

CALIFORNIA SHOW - J&P Promotions, Motorcycle Parts Extravaganza and Ride-In Bike Show, Santa Clara County Fairgrounds, Expo Hall, San Jose. Info: 319/462-6011.

CALIFORNIA OFF ROAD - San Diego County Sports Committee, Inc/D38/FRT/D38 Sweethearts, The Saasta Chevron Sweethearts Kiss, Superstition BLM Open area, El Centro. Info: 619/427-5759.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/ 467-0474.

• CALIFORNIA MOTOCROSS - CRC, Dunestown Series - Rnd 1, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA GRAND PRIX - AMA, Sunrise Valley Raceway, Adelanto. Info: 818/767-4594.

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen Raceway, San Bernardino. Info: 714/957-2985.

COLORADO DIRT TRACK - Harry's Roamers/Fun Wheels, 2nd Annual Colorado Half Mile Flat Track, Lincoln County Fairgrounds, Hugo. Info: 303/678-7879, 303/452-8526.

• FLORIDA MOTOCROSS - Florida MX Series, Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.

• KANSAS MOTOCROSS - K.O.R.R. Championships, Sprockets II River Track, Arkansas City. Info: 316/636-5113.

• KANSAS HARE SCRAMBLES - Kansas Hare Scrambles Championship, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

ILLINOIS SHOW - J&P Promotions, 14th Annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

• MARYLAND MOTOCROSS - AMA/Dist 7/Antietam M.C., Hagerstown. Info: 301/797-8686.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Southwick. Info: 413/772-0685.

MASSACHUSETTS HILLCLIMB - AMA/New England Hillclimbers Assoc., Inc., Greenfield. Info: 413/267-4713.

MINNESOTA OBSERVED TRIALS - AMA/Upper Midwest Trials Association, Theilman. Info: 612/ 224-0222 or 507/645-6065.

• MISSISSIPPI MOTOCROSS - NMMA, Latimer Park Motocross, Baldwyn. Info: 601/365-8307.

MISSOURI HARE SCRAMBLES - Nasty Creek, Missouri Hare Scrambles Championship, Steelville. Info: 314/392-2475.

NEW JERSEY MOTOCROSS - AMA/Jay Irwin/Ken Landerman, Raceway Park, Englishtown. Info: 908/446-7800.

NEW MEXICO MOTOCROSS - New Mexico Competition Club, Loretta Lynn area qualifier, Albuquerque. Info: 505/896-0200.

• NEW MEXICO MOTOCROSS - AMA/N.M.C.C., Moriarty. Info: 505/888-7312.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

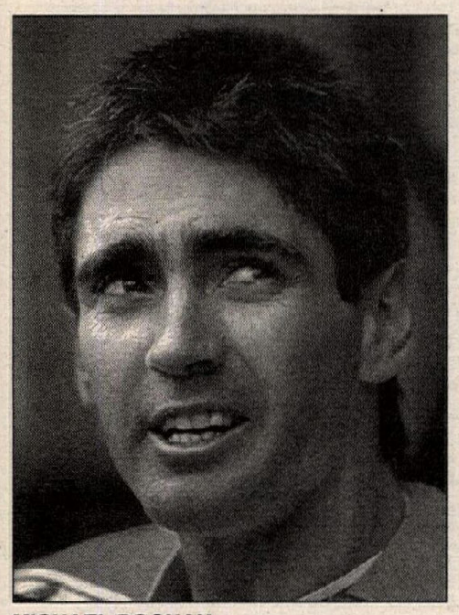
City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

1995 Championship Point Standings

LEADERBOARD



MICHAEL DOOHAN

Road Race

AMA SUPERBIKE NAT'L C'SHIP
(After 2 of 10 rounds)

1. Mike Hale (Hon), Carrollton, TX (54/1 win)
2. Tom Kipp (Yam), Mentor, OH (49)
3. Fred Merkel (Suz), Stockton, CA (48)
4. Dale Quarterley (Duc), Westfield, MA (43)
   Thomas Stevens (Suz), Sanibel, FL (43)
6. Donald Jacks (Suz), Palm Beach, FL (40)
7. Scott Russell (Kaw), Atlanta, GA (35/1 win)
   Todd Harrington (Kaw), St. Charles, IL (35)
9. Eric Moe (Kaw), Spring Lake, MI (34)
10. Steve Crevier (Kaw), Canada (32)

AMA 600cc SUPERSPORT SERIES
(After 2 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (65/1 win)
   Mike Hale (Hon), Carrollton, TX (65/1 win)
3. Steve Crevier (Kaw), Canada (60)
4. Jamie Bowman (Hon), Tequesta, FL (49)
5. Britt Turkington (Kaw), McCallen, TX (45)
6. Hikaru Miyagi (Hon), Japan (44)
7. Michael Barnes (Hon), Boca Raton, FL (42)
   Todd Harrington (Kaw), St. Charles, IL (42)
9. Thomas Wilson (Kaw), Oregon, OH (39)
10. Rick Kirk (Hon), Oklahoma City, OK (34)

AMA 750cc SUPERSPORT SERIES
(After 2 of 10 rounds)

1. Tom Kipp (Yam), Mentor, OH (67/1 win)
2. Fred Merkel (Suz), Stockton, CA (60/1 win)
3. Thomas Wilson (Kaw), Oregon, OH (57)
4. Mark McDaniel (Suz), Santa Rosa, CA (56)
5. James Randolph (Kaw), Santa Rosa, CA (54)
6. Gerald Rothman Jr. (Kaw), Manchester, CT (46)
7. Fritz King (Yam), Lansing, MI (33)
8. Donald Jacks (Suz), Palm Beach, FL (30)
9. David Stanton (Suz), Lafayette, CA (28)
10. Michael Barnes (Hon), Boca Raton, FL (26)

AMA 250cc GRAND PRIX SERIES
(After 2 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (70/2 wins)
2. Nick Ienatsch (Yam), Los Angeles, CA (60)
3. Randy Renfrow (Hon), Fredericksburg, VA (56)
4. Mike Sullivan (Yam), Centralia, WA (46)
5. Greg Esser (Yam), Pompano, FL (43)
   Chuck Sorensen (Yam), Livermore, CA (43)
7. Jeff Vos (Yam), Holland, MI (38)
8. Christopher Rankin (Yam), Austin, TX (31)
9. Roland Sands (Yam), Paramount, CA (22)
10. Takahito Mori (Hon), Japan (28)

AMA H-D SUPERTWINS SERIES
(After 2 of 10 rounds)

1. David Estock (H-D), Daytona Beach, FL (67/1 win)
2. Matt Wait (H-D), Modesto, CA (58)
3. Andy Fenwick (H-D), Neenah, WI (52)
4. Scott Zampach (H-D), Milwaukee, WI (50/1)
5. Eric Bostrom (H-D), Brisbane, CA (50)
6. Matthew Guidera (H-D), Citrus Heights, Ca (44)
7. Billy Graef (H-D), Sheboygan, WI (43)
8. Jay Springsteen (H-D), Lapeer, MI (42)
9. Randy Texter (H-D), New Providence, PA (38)
10. Jeff Eklund (H-D), Fresno, CA (37)

500cc WORLD CHAMPIONSHIP
(After 2 of 14 rounds)

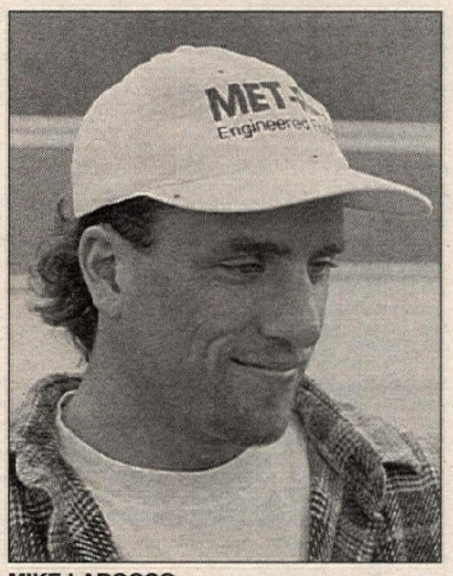
1. Michael Doohan (Hon), Australia (50/2 wins)
2. Dary Beattie (Suz), Australia (40)
3. Alex Criville (Hon), Spain (32)
4. Kevin Schwantz (Suz), Austin, TX (24)
5. Alex Barros (Hon), Brazil (20)
   Alberto Puig (Hon), Spain (20)
7. Shinichi Itoh (Hon), Japan (15)
8. Loris Reggiani (Apr), Italy (13)
   Luca Cadalora (Yam), Italy (13)
10. Bernard Garcia (Yam), France (9)

250cc WORLD CHAMPIONSHIP
(After 2 of 14 rounds)

1. Max Biaggi (Apr), Italy (41/1 win)
2. Tetsuya Harada (Yam), Japan (40)
3. Ralf Waldmann (Hon), Germany (38/1 win)
4. Nobuatsu Aoki (Hon), Japan (20)
5. Tadayuki Okada (Hon), Japan (16)
   Kenny Roberts Jr. (Yam), Modesto, CA (16)
7. Carlos Checa (Hon), Spain (13)
8. Jean-Philippe Ruggia (Hon), France (11)
   Jose Luis Cardoso (Apr), Spain (11)
10. Jean-Michel Bayle (Apr), France (10)
    J. Van den Goorbergh (Hon), Holland (10)
    Doriano Romboni (Hon), Italy (10)

125cc WORLD CHAMPIONSHIP
(After 2 of 14 rounds)

1. Stefano Perugini (Apr), Italy (30)
2. Kazuto Sakata (Apr), Japan (26)
3. Haruchika Aoki (Hon), Japan (25/1 win)
   Garry McCoy (Hon), Australia (25/1 win)
5. Akira Saito (Hon), Japan (21)
6. Tomoni Manako (Hon), Japan (16)
7. Herri Torrontegui (Hon), Spain (13)
   Gianluigi Scalvini (Apr), Italy (13)
   Hideyuki Nakajo (Hon), Japan (13)
   Emilio Alzamora (Hon), Italy (13)



MIKE LAROCCO

Motocross

AMA U.S. SUPERCROSS SERIES
(After 10 of 15 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (223/7 wins)
2. Mike LaRocco (Kaw), South Bend, IN (207/2 wins)
3. Mike Kiedrowski (Kaw), Canyon Country, CA (188/1 win)
4. Larry Ward (Yam), Florence, SC (177)
5. Jeff Emig (Yam), Riverside, CA (155)
6. Doug Henry (Hon), Oxford, CT (132)
7. Steve Lamson (Hon), Pollock Pines, CA (116)
8. Brian Swink (Hon), Linden, MI (111)
9. John Dowd (Yam), Fullerton, CA (109)
10. Mike Craig (Hon), Lakeside, CA (103)

AMA EASTERN REGIONAL 125cc SX SERIES
(After 7 of 10 rounds)

1. Mickael Pichon (Kaw), New Iberia, LA (157/3 wins)
2. Kevin Windham (Yam), Baton Rouge, LA (120)
3. Tim Ferry (Kaw), Palm Harbor, FL (107/2 wins)
4. Davey Yezek (Suz), Mt. Pleasant, PA (96)
5. Mike Brown (Hon), Gray, TN (79)
6. Barry Carsten (Suz), Rayville, NJ (68)
7. James Dobb (Hon), Dayton, OH (64)
8. Nathan Ramsey (Suz), Hixson, TN (61)
9. Jim Neese (Hon), Whitsett, SC (51)
10. Mike Treadwell (Suz), Rumford, ME (48)

AMA WESTERN REGIONAL 125cc SX SERIES
(After 4 of 8 rounds)

1. Damon Huffman (Suz), Acton, CA (100/4 wins)
2. Craig Decker (Suz), Palm Desert, CA (80)
   Ryan Hughes (Kaw), Escondido, CA (80)
4. David Pingree (Kaw), Menifee, CA (67)
5. Chad Pederson (Hon), Ft. Dodge, IA (54)
6. Cory Keeney (Yam), St. Paul, MN (50)
7. Pedro Gonzalez (Yam), Corona, CA (44)
8. Scott Sheak (Suz), Corona, CA (36)
9. Jeff Willoh (Kaw), Glendale, CA (27)
10. Tom Clowers (Hon), Santee, CA (25)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 1 of 12 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (45/1 win)
2. Mike Kiedrowski (Kaw), Canyon Country, CA (37)
3. Doug Henry (Hon), Oxford, CT (36)
   Jeff Emig (Yam), Riverside, CA (36)
5. Larry Ward (Yam), Florence, SC (27)
6. Ezra Lusk (Suz), Bainbridge, GA (26)
7. Mike LaRocco (Kaw), South Bend, IN (25)
8. Greg Albertyn (Suz), Corona, CA (22)
9. Todd DeHoop (Hon), Hudsonville, MI (21)
10. James Dobb (Hon), Dayton, OH (20)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 1 of 12 rounds)

1. Robbie Reynard (Kaw), Moore, OK (45/1 win)
2. Damon Huffman (Suz), Acton, CA (40)
3. Mickael Pichon (Kaw), New Iberia, LA (38)
   Ryan Hughes (Kaw), Escondido, CA (38)
5. Brian Swink (Hon), Linden, MI (30)
6. Mike Brown (Hon), Gray, TN (26)
7. David Pingree (Kaw), Menifee, CA (25)
   Steve Lamson (Hon), Pollock Pines, CA (25)
9. Tim Ferry (Suz), Palm Harbor, FL (21)
10. Guy Cooper (Suz), Stillwater, OK (20)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 2 of 12 rounds)

1. Alessio Chiodi (Yam), Italy (59)
2. Alessandro Puzar (Hon), Italy (58)
3. Mikael Maschio (Yam), Italy (46)
4. Claudio Federici (Yam), Italy (44)
5. Dave Strijbos (Suz), Holland (42)
6. Mauro Dal'Lago (Hon), Italy (35)
7. Collin Dugmore (Suz), GB (30)
8. Massimo Bartolini (TM) Italy (28)
   Erik Camerlengo (Yam) Italy (28)
   Jimmy Button (Suz), Corning, NY (28)

WORLD CHAMPIONSHIP 250cc MX SERIES
(After 2 of 15 rounds)

1. Stefan Everts (Kaw), Belgium (61/1 win)
2. Tallon Vohland (Kaw), San Jose, CA (50)
3. Kurt Nicoll (Hon), GB (46)
4. Marnicq Bervoets (Suz), Belgium (45/1 win)
5. Yves Demaria (Yam), France (43)
6. Pedro Tragter (Suz), Holland (37)
7. Werner DeWit (Suz), Belgium (29)
8. Peter Iven (Kaw), Belgium (26)
9. Remy Van Rees (Kaw), Holland (23)
   Peter Beirer (Hon), Switzerland (23)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 1 of 12 rounds)

1. Joel Smets (Hbg), Belgium (40/1 win)
2. Trampas Parker (KTM), Shrevport, LA (28)
3. Jacky Martens (Hus), Belgium (25)
   Darryll King (Kaw), New Zealand (25)
5. Mikkel Caprani (Kaw), Finland (24)
6. Peter Johansson (Hus), Sweden (22)
7. Mike Young (Ver), Rancho Cucamonga, CA (22)
8. Rudi Van Leeuwen (Hon), Belgium (17)
9. Peter Dirkx (Hon), Belgium (18)
10. Shayne King (KTM), New Zealand (12)

Dirt Track

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 2 of 24 rounds)

1. Jay Springsteen (H-D), Lapeer, MI (29/1 win)
2. Brett Landes (Hon), Los Gatos, CA (28/1 win)
3. Ronnie Jones (Hon), Oklahoma City, OK (23)
4. Rich King (Hon), Waterloo, IA (21)
5. Will Davis (Hon), Goldsboro, NC (17)
   Scott Parker (H-D) Swartz Creek, MI (17)
7. Steve Morehead (H-D), Findlay, OH (16)
   Kevin Atherton (H-D), White Pigeon, MI (16)
9. Georgie Price IV (H-D), Sicklerville, NJ (11)
   Chris Carr (H-D), Valley Springs, CA (11)

Off-Road

WORLD C'SHIP OBSERVED TRIALS SERIES
(2 of 10 rounds)

1. Tommi Ahvala (Fan), Finland (35/1 win)
   Jordi Tarres (G-G), Spain (35/1 win)
3. Marc Colomer (Mon), Spain (34)
4. Joan Pons (G-G), Spain (23)
5. Bruno Camozzi (Bet), France (22)
6. Donato Miglio (G-G), Italy (20)
7. Steve Colley (G-G), Great Britain (18)
8. Graham Jarvis (Sco), Great Britain (13)
   Jose Benitez (G-G), Spain (13)
   Doug Lampkin (Bet), Great Britain (13)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 3 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (120/4 wins)
2. Steve Hatch (Suz), Ithica, NY (89)
3. Randy Hawkins (Suz), Travelers Rest, SC (87)
4. Kelby Pepper (Kaw), Center, CO (61)
5. Danny Hamel (Kaw), Boulder City, NV (60)
6. Mike Lafferty (Kaw), Millville, NJ (54)
7. James Gray (KTM), Gunnison, CO (42)
8. Larry Roeseler (Kaw), Hesperia, CA (29)
9. Donnie Book (Kaw), Gypsum, CO (24)
0. Tom Webb (Suz), Palmdale, CA (21)

AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 4 of 6 rounds)

1. Danny Hamel (Kaw), Boulder City, NV (120/4 wins)
2. Ty Davis (Kaw), Hesperia, CA (50)
3. Greg Zitterkopf (KTM), Chino, CA (46)
4. Drey Dircks (Hon), Tehachapi, CA (40)
5. James Gray (KTM), Gunnison, CA (39)
6. Abe Baumann (Kaw), Garden Grove, CA (31)
7. Daniel Richardson (Hon), Huntington Bch, CA (29)
   John Campbell (Hon), San Juan Cpt., CA (29)
9. Jeff Capt (Hon), Glendora, CA (28)
10. Ted Hunnicutt (Kaw), Newbury Park, CA (25)

TOM NORTON

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 2 of 9 rounds)

1. Scott Summers (Hon), Petersburg, KY (48)
2. Rodney Smith (Suz), Oakley, CA (41)
3. Steve Hatch (Suz), Ithica, NY (36)
4. Ty Davis (Kaw), Hesperia, CA (30)
5. Scott Plessinger (KTM), Hamilton, OH (28)
6. Eric Mashbir (Hon), Oakland, CA (26)
7. Guy Cooper (Suz), Stillwater, OK (25)
8. Tommy Norton (Yam), Norfolk, MA (21)
9. Cole Marshall (Hon), Boulder Creek, CA (16)
10. Danny Hamel (Kaw), Boulder City, NV (15)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 3 of 12 rounds)

1. Scott Summers (Hon), Petersburg, KY (59)
2. Guy Cooper (Suz), Stillwater, OK (50)
3. Tommy Norton (Yam), Norfolk, MA (47)
4. Steve Hatch (Suz), Ithica, NY (46)
5. Scott Plessinger (KTM), Hamilton, OH (36)
6. Fred Andrews (Yam), Salem, OH (34)
7. Rodney Smith (Suz), Oakley, CA (27)
8. Randy Hawkins (Suz), Travelers Rest, SC (29)
9. Tim Shephard (Yam), Hamilton, OH (27)
10. Scott Phelps (Yam), Petersburg, KY (20)

HELP WANTED

Sales & Marketing Manager
DG Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

Experienced Service Manager
Wanted Ohio high-volume multi-line dealer with 25 yrs. experience in the industry. Big bucks, year round bonuses and benefits to boot. Many positions for line mechanics now open. Fax resumes to (614) 871-1661 or phone (614) 871-3711, ask for Patty. (310-19)

Service Manager and Mechanic
The #1 Ducati dealership in American has immediate openings for two positions. An experienced service manager and an experienced mechanic. European motorcycle expertise is a plus. Base salary plus commission. Health plan. Fax resume to (818) 249-3402 or call (818) 249-5707 ext. 14. CA. (213-TFN)

Dirt Bike/Snowmobile Heaven
Experienced motorcycle, snowmobile, ATV and watercraft mechanic needed. Yamaha, Kawasaki, Polaris, KTM. Year round position. Small town, great lifestyle in the Rockies. Fax resume to (303) 641-3162. CO. (114-17)

NEED GENERAL MANAGER for custom motorcycle shop with good reputation. Must have references and experience. Send resume to Motorcycle Personnel Department, 3624 Goldfield St., North Las Vegas, Nevada 89030. NY. (114-16)

Experienced Technicians
Metro New York BMW, Triumph, Moto Guzzi dealer seeks qualified service technicians to round off our winning team. Wages based on experience. Year round employment. Phone (516) 561-9375, fax (516) 568-9138. NY. (114-17)

Loveland, Colorado
Relaxed, fun, team spirited, money making opportunity for experienced motorcycle mechanic. Honda dealer. Call Scott Overly. (303) 667-0224. CA. (314-17)

We Want You!!! Now
The Indy Mile, Indy 500, U.S. Nationals, Pacers, Colts. Large well established Indianapolis dealer is looking for well trained, personable, self motivated, full line mechanic, who is a team player, to work in 4-line Harley-Davidson, Kawasaki, Suzuki, Honda dealership. Benefits include stability, strong commission plan, vacation, 401k, insurance, uniforms and fun. If you want this, call (317) 257-7155. IN. (214-16)

Wanted M-X Instructors Nationwide
The Gary Semics M-X School, Inc. is selling franchises. Many benefits. Call (216) 726-0147. OH. (348-17)

Service Tech - Monterey, CA
Multi-line dealership looking for career minded technician. Please call Mason at (408) 649-4311 or fax resume to (408) 646-5365. CA. (314-16)

SALES PERSON/EXPERIENCED motorcycle/watercraft technician. Kawasaki, Yamaha dealer. Call Jeff immediately for details. Thousand Oaks Yamaha Kawasaki. (805) 497-3765. CA. (215-TFN)

Salesmen Wanted M/F
Enthusiastic people needed at high-volume motorcycle/watercraft dealer. 35 year customer base. Huge inventory. Excellent pay and benefits. Los Angeles area. Call Paul. (213) 466-7191. CA. (215-16)

Want To Live In The Northwest?
Aggressive Honda Suzuki dealership needs accessory specialist. Applicant must have experience and working knowledge of street, off-road and ATV accessories. Sales and merchandising skills are necessary. Full time position with benefits. (503) 378-0532. Ask for Jim or Jerry. OR. (315-17)

Technician Wanted
Immediate opening for Honda m/c, PE, Sea-Doo technician. Come and live in beautiful North Carolina. Competitive salary and benefit package. Fax resume and salary history to (910) 765-0964. Honda of Winston-Salem. (910) 765-0330. NC. (215-18)

Experienced Parts, Sales & Service
Energetic parts/accessories person needed in expanding motorcycle/watercraft dealership in beautiful San Francisco. Knowledgeable salesperson needed. Excellent location and floor traffic. Journeyman mechanic (three year plus) in Japanese and European motorcycles, top pay and benefits. Join a winning team! Send resume to: P.O. Box 1722, Danville, CA 94526. Fax (415) 863-8884 or call Al (415) 863-7255. CA. (315-16)

H-D/BMW of Green Bay welcomes experienced workers, sales parts, and accessory, especially service people. Exceptional wages, benefits. Call Ken McCoy (800) 236-1729. WI. (215-TFN)

Team Manager:
Premier personal watercraft race team needs professional team manager. State of the art equipment in a high exposure, televised, national race series. Responsibilities include management of race team personnel, logistics, sponsor interface, 2-stroke engine technical evaluation and development. Send current resume and salary req. to Westcoast Performance, 3100 E. Coronado, Anaheim, CA 92806. CA. (215-16)

2-Stroke R & D Technician:
Personal watercraft performance leader has opportunity for a 2-stroke engine R & D tech to work with state of the art computerized dynomometer in a aggressive development environment. Responsible for dyno operation, engine installation & removal, and engine development. Send current resume and salary req. to Westcoast Performance, 3100 E. Coronado, Anaheim, CA 92806. CA. (215-16)

Sales Position - Tampa, FL
Sell five lines of product in busy, large dealer. 5 day week. Good benefits. Apply or fax to Honda, Suzuki, Kawasaki West, 13521 North Florida Ave., Tampa, FL 33613, fax (813) 968-8448, (813) 968-7888. FL (215-16)

Experienced Mechanic - Texas
Houston area #1 Kawasaki dealer needs two mechanics and one parts person. Good benefits for qualified people. (713) 472-3694 Jack. TX. (315-17)

TEMPLE CITY POWER Sports now hiring full time, experienced, commissioned motorcycle and watercraft mechanics. Must be an enthusiastic team player. Call or send resume to 5300 North Rosemead, San Gabriel, California 91776. (818) 287-6167. CA. (215-18)

H-D Mechanic
Growing dealership in scenic Savannah. Minimum of 3 years dealership experience. Current PHD. Send resume to Savannah Harley Davidson, 6 Gateway Blvd., West Savannah, GA 31419, Attn: Fred. GA. (315-16)

Parts, Sales and Service
Progressive multi-line motorcycle, ATV, watercraft dealership seeking experienced customer oriented persons in these departments. Please fax resume to: (708) 851-8661 or call (708) 851-2910. Aurora, Illinois. IL. (215-17)

Salesperson Wanted
Well established, busy Honda, Kawasaki, Sea-Doo dealer in southern California needs experienced salesperson immediately. Mid-Cities. Ask for Doug or Robin. (310) 531-1225. CA. (215-16)

Tuner - Service Manager
Growing San Diego Kawasaki-Suzuki jet ski dealer. Top pay, Lightspeed system, great opportunity for top performer wishing to build performance business. (619) 442-0678. CA. (215-16)

Product Sales Specialist
See our ad in the quick shop section for a great Career Opportunity. Regina USA. MD. (216-17)

Service Manager No. California
Full line m/c, ATV, PWC dealer looking for a hands on service manager. PWC experience desired. Send application or resume to Riverfront Kawasaki, Suzuki, 437 Palora Avenue, Yuba City, California 95991. CA. (314-20/EOI)

Sales and Parts
Fast paced Honda, Suzuki, Ducati and Sea-Doo dealer is looking for aggressive sales and parts counter help. Experience preferred however will consider training the right person. Contact Steve at Concord Motorsports. (510) 687-7742. CA. (316)

Motorcycle & Sea-Doo Techs
Large established dealer is now accepting applications for self motivated, team oriented motorcycle and Sea-Doo technicians. Permanent and temporary positions now available. For more information contact Mykel at Bert's Motorcycle Sea-Doo Mall. (818) 334-1288. CA. (216-19)

Experienced Help Wanted
Positions available immediately for sales, parts and service. Dealership located in sunny California. (213) 721-0591 ext. 1. CA. (216-18)

MOTORCYCLE MECHANIC knowledgeable, dependable must have all tools. Immediate opening. Call (310) 452-7790. CA. (316-17)

Parts Person
Southern California Honda-Kawasaki dealer seeks experienced. Watercraft background a plus. Phone Lou at (619) 748-4151. CA. (216-17)

Experienced Assistant Mgr. Needed
And sales positions available. The #1 accessory shop in Orange County is looking for motivated dependable persons to be part of a winning team. Good pay and benefits. Fax letter or resume to (714) 892-1955. CA. (216-18)

Lake Tahoe Awaits
Technician experienced in motorcycle, watercraft or snowmobile service. Dealership experience a plus. Salary D.O.E. (702) 831-0472. NV. (316)

★Service Technician★
Earn top pay at growing 30yr. dealership. Year round, full-time position. Paid holidays, vacation, sick pay, continued educational training. Relocation assistance available. If you are interested in joining our team, call Bob or Rick at (800) 533-9737. MN. (316-18)

Mechanic Needed Now
Summer is here and Cycle Tune of Torrance has work for experienced, Japanese brand motorcycle mechanic. Top commission paid, great working atmosphere. Be a part of our team. Send resume to 2466 Sepulveda Blvd., Torrance, CA 90501. Call (310) 530-0314 or Fax (310) 530-5385. Atten: Jamie. CA. (116-17)

SALESPERSON WANTED. Experience desired. Call Dick Allen Yamaha Honda Kawasaki Incorporated. (805) 259-8460. CA. (216-17)

Suzuki Kawasaki PJS Dealership
Seeking experienced team players to fill immediate openings in our sales and parts department Call (310) 427-8941, contact Mike. CA. (216)

MC, ATV, Watercraft Technician
Immediate opening for experienced technician in Yamaha, Triumph, BMW, and Tigershark dealership. Escape the city - find a sane and beautiful home in the Ozark foothills. Inexpensive land, reasonable homes, beautiful lakes and mountains all await. Relocation assistance available. Enthusiast a plus! Fax resume to Four Flags Motorsports, Hot Springs, Arkansas, fax (501) 624-7481.AK. (316-17)

Sales and Parts
Fast growing Honda dealer wants experienced parts and sales help. Send resume to Honda of Leesburg, 2408 W. Main, Leesburg, Florida 34745. (800) 777-7252. FL. (316-17)

Service Technician
Experienced technician needed on Yamaha, Kawasaki, Polaris; motorcycles, ATV, watercraft. Good ins., 5 day work week. Contact Ross or Steve (316) 945-8221. KS. (216)

TECHNICIAN NEEDED. Honda motorcycle and power equipment and Yamaha watercraft. Great pay. Experience necessary. Send resume to: Bob's, 23A Heritage Sq., Jackson, TN 38305. Call (901) 668-4191 - Bob. TN. (216)

Experienced Mechanic Needed
Large Honda, Suzuki, Polaris dealership. Five day work week. Benefits. Start immediately. Contact Karl Peck, Service Manager. (801) 486-5401. UT. (316-17)

Wanted Sales Person
Northern CA, number one Kawasaki and Yamaha dealership is looking for one experienced sales person. We have a good commission plan. If you are in the Bay area, call or fax Kevin at Hayward Kawasaki Yamaha. P - (510) 537-2257/ fax (510) 537-4283. CA. (216)

Race Tech
Looking for salesman with telemarketing experience. Also looking for suspension service technician with experience. Contact Mike at (909) 594-7755 or fax (909) 594-6682. CA. (216)

F&I Sales Manager
For 600 unit retail store a year, in southern California. Skills in financing, computers, sales management essential. Best pay plan for the right person. Mail detailed resume. Division EE, P.O. Box 498, Long Beach, CA 90801-0498. CA. (216)

★★Parts and Sales★★
Progressive Honda, Yamaha & Sea-Doo dealership needs experienced parts person and sales person. Parts person needs experience at dealership level. Pay based on experience. Sales persons needs good attitude. Experience preferred however will consider training the right person. Murrieta Motorsports - Randy (909) 698-4123. CA. (216-17)

Join Our Team!
We are a large volume, multi-line dealership in Redondo Beach. We are Del Amo Motorsports! We sell Suzuki, Kawasaki, Yamaha, Ducati, Sea-Doo, Jet Ski. Are you hard-working and punctual with a winning attitude? Do you have any product knowledge of motorcycles of personal watercraft? Or are you that special person we'd be willing to train? Then come join our team. We are also looking for an experienced watercraft mechanic. References required. Contact Mike or Scott. (310) 372-8891. CA. (216)

Run Your Own Service Business
Under our roof. Long established motorcycle, personal watercraft agency is seeking an experienced service manager that has a working knowledge of all service management principles and a proven track record. Southern California area. Mail resume to: Division JJ, P.O. Box 498,Long Beach, CA 90801-0498. CA. (216-17)

Immediate Opening Mechanic
We are looking for one A level mechanic experienced in all levels of diagnostics and trouble shooting for all Japanese models. Also one B level mechanic capable of doing tune up level work. Must have own tools and good work history. We offer excellent pay scale, clean shop, great people. Contact Mike at Orange County Suzuki (714) 646-2428 or fax (714) 645-3251. CA. (216-TFN)

★★$1,000 Sign On Bonus★★
Professional salesman with three years minimum aggressive sales performance. Strong volume Sea-Doo, Kawasaki, Polaris, Honda, Suzuki dealer. Permanent, full time position. Top pay. (310) 945-3494. CA. (216-21)

Parts & Accessory Manager
Motorcycle, ATV, snowmobile, PWC dealer needs top producer to maintain inventory levels with maximum profit margins. Recruit, hire, train and schedule staff. Must be able to follow dealer policies. Lightspeed experience helpful. Excellent pay and incentives. Send resume or call GM (414) 764-2800. Sportland, 7221 S. 13th, Oak Creek, WI 53154. WI. (316)

Life's A Beach
Motorcycle/watercraft technician needed for established, growing multi-line dealer. Year round, top dollar opening for experienced line mechanic with a great place to live as a bonus. On the beach just north of Los Angeles. Honda, Suzuki, Kawasaki, Yamaha, Ducati, Triumph. Cal Coast Motorsports. Fax resume to (805) 486-7414 or call Craig at (805) 486-6303 or (805) 653-5884. CA. (216-18)

Technicians
Tired of turning wrenches? Looking for a rewarding career? Technical instructors are needed in all areas of motorcycle repair at our Phoenix, AZ campus. Teaching experience not required. If you: -have a strong desire to help others learn and succeed, -have a minimum 5 yrs. recent motorcycle dealership experience. We offer: -paid training, -growth potential, -five day work week, -paid vacation, -profit sharing. Call today! Larry Barrington or Steve Ehle (Phoenix, AZ) (602) 869-9644 or 1(800) 528-7995. AZ. (216-19)

Motorcycle Technician
Top pay, benefits. Great work environment. BMW knowledge helpful. Be a part of a winning, fun team. Call Jason. (408) 295-0205. CA. (216-17)

★★★Mechanic★★★
Corona Honda Motorcycles is looking for service personnel. Good opportunity, and pay for the right person. Call Gus at (909) 735-2030 or send fax to (909) 735-0206. CA. (216)

POSITION WANTED

BMW Mechanic
Career BMW mechanic seeks employment. Trained in all phases of BMW repair. Extensive experience and enthusiasm. Willing to relocate. Division II, P.O. Box 498, Long Beach, CA 90801-0498. NY. (115-16)

BUSINESS OPPORTUNITIES

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (213-20)

COLLECTORS

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

"ATTN. COLLECTORS" 1948 Vincent H.R.D. "B" Rapide. New condition. Spares. Offers over $30,000 U.S. (604) 858-5816 evenings. CAN. (115-16/C/P)

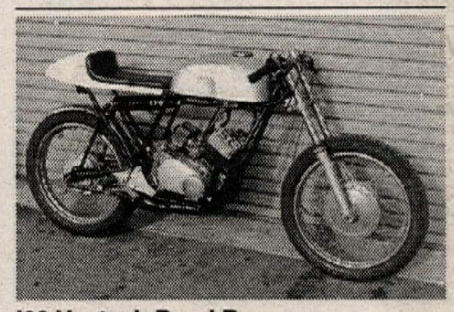
Bultaco Parts
New stock arriving all the time. Call me with your needs. Lynn Mobley, Mon-Sat. (702) 267-2103. NV. (312-21/C)

Vintage Motorcycles Wanted
Seeking vintage European, Japanese and American motorcycles or baskets. Also need Harley Davidson Evo models. Especially customs. (310) 821-1793. CA. (213-16/C)

PARTING OUT HUSKYS: '73/4 125s; '72-4 250 WRs; '83 250WR; '86 250WRX. Many parts will fit other year's models. (203) 572-7252. CT.(314-16/C)

1973 SUZUKI GT380. $795. Ask for Harvey. (419) 238-1776. OH. (114-17/C)

1968 BSA Victor Special
441 race trim, fresh motor, trans, Ceriani forks, alloy rims, stock frame, motor and brakes $1,500. Also spare Ceriani forks $350. Victor alloy tank $150. Vintage leather pants dirt track style 29w 32l 33w, sl, 36w, sl. Also jackets 34c, 36c, 38c, 40c. All new $100 each. (818) 506-4022. CA. (315-16/C)



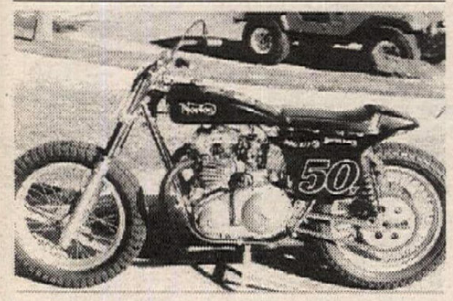
'68 Vantech Road Racer
125cc Yamaha Twin. New tyres. Fresh engine. $1,500/obo. BSA engine, Devimead crank and 750 barrels, Carrillo rods, Hyro primary, Al Gunter head, $3,500/obo. J.A.P. 350cc SV engine $300. (408) 659-0329. CA. (116-17/C/P)

Wanted '73 125/250 Elsinore Tank
Must be brand new or excellent condition. No dents! Also 250 Elsinore side panels, brand new. 250 Elsinore chrome handlebars new. 125/250 seat complete no tears. 125/250 front and rear fenders. Call (310) 394-2355. Pager number (310) 931-2041. CA. (315-16/C)

'73 125/250 Elsinore Collection
(1) CR125 Elsinore. (8) front number plates, new in boxes. (3) 250 pipes. (4) Pickle pipes. All stickers. (1) set 125 side panels new in boxes. New grips. (7) right side 250 side panels. New misc. parts. Call for more information. (310) 394-2355. Pager number (310) 931-2041. CA. (315-18/C)

N.O.S. Dunstall Tanks, Exhausts
Fairings various types, mostly Honda and Kawasaki. Some seats, and tank seat sets all new. Have original catalogs. (818) 506-4022. CA. (314-16/C)

Bultaco 350 Sherpa T
Model 199B 6-speed all original, can be seen at El Trial de Espana 4/30. Other Bultaco trials bikes available. Call weekends or leave message. $1,800. (619) 258-0134. CA. (115-16/C)



1963 NORTON ATLAS plated Trackmaster. Less than one hr. on complete new motor. $3,500. (714) 897-9684. CA. (316/C/P)

Huskys
'74 250 Mag restored mint condition $1,900/obo. '74 400CR restored mint condition $1,400/obo. '78 390CR restored and fast. $1,300/obo. All bikes have extras. Trades for modern bike? (310) 457-1886. CA. (115-16/C)

H-D XR750 factory frame. 90% original. Completely new. $9,500. (209) 754-5118. CA. (115-18/C)

1938 Zundap Fully Restored
2 cylinder 500cc box frame. $8,000. (916) 272-5657. CA. (315-16/C)

1955 1 Cylinder Zundap
Fully restored. $3,500. (916) 272-5657. CA. (315-16/C)

Vintage MX Tires
For early CR125 & CR250 Elsinores. I have a limited quantity of N.O.S. Bridgestone knobby rear tires. These are the correct tires for your restoration. 3.75 x 18M8 for 1974 CR125s & 4.25 x 18 M8 for 1974 CR250s in original wrapper. $100 each. Mark (714) 630-5474. CA. (315-18/C)

GREEVES 1968, Anglian Trials. Runs, $1,100. Ossa 1978, VI day, $650. Leave message (914) 932-8834. NY. (115-16/C)

Wanted: Owners Manual
Or copy for '61 thru '68 Honda CB77 Super Hawk 305. (919) 967-3997. NC. (116/C)

1974 BMW R90S, original paint, $20,800 act. miles, never dropped, dual plug heads, lite flywheel, braced swingarm, hi-pro intakes and more! Immaculate condition. $4,500. (309) 444-4641. IL. (116/C/P)

Kawasaki W1
1966 Kawasaki W1 650 Twin. Totally restored. Blue and chrome. Beauty you must see this rare early Kawasaki appreciate it. $3,000 firm. (714) 830-6058. CA. (116-17/C)

GREEVES 1967 ANGLIAN 250. Springer front forks, Villiers motor, rare. $600. Yamaha 1974 250 MX. Very good original condition. $450. (909) 737-0958. CA. (116/C)

Vintage MX and Trials
1974 Bultaco 250 Pursang, mint condition, $3,500. 1973 Husky 125, mint condition, $3,500. 1974 Maico 250 radial, one of a kind vintage race bike, mint condition, $3,800. 1972 Ossa 250 Trials, mint condition, $2,400. Leave message (714) 496-2229. CA. (316-18/C)

Cal Rayborn's 1970 Motor
Ex-factory 1970 Iron XR dirt track motor, short barrels, thru studs, two front heads, twin carbs right and left, super trick, documented by Cal's cousin. Phone (718) 596-0504, fax (718) 596-6443. NY. (316-18/C)\

1967 YAMAHA BIG BEAR Scrambler. Restorable. $500. 1972 Kawasaki 500 Triple. Restorable $500. 1974 Yamaha RD250. Good condition. $500. Call (715) 428-2772. WI. (316-17/C)

1960 BSA C15S
Runs good. Titled. $1,200. (602) 843-9594. AZ. (116/C)

Looking For:
Pre '82 Sachs DKW Monarch stuff. '74 KX 450 parts, '75 and '76 KX 400 engines. '69 238cc Green Streak Kawasaki. (805) 523-3009. CA. (116/C)

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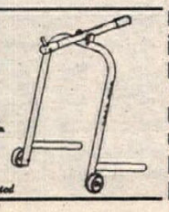
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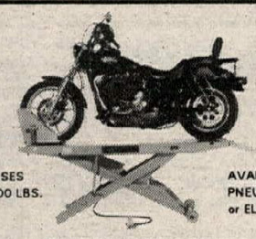

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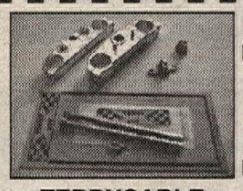

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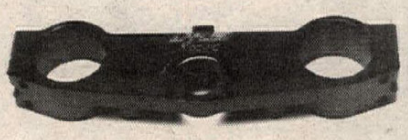

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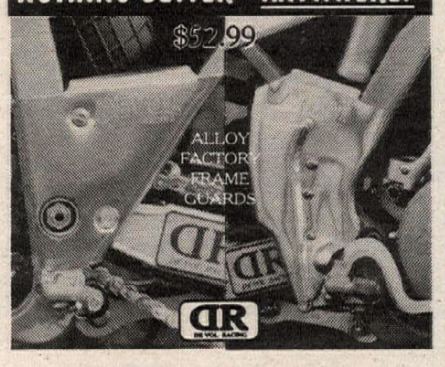

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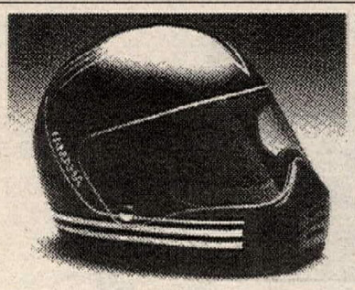

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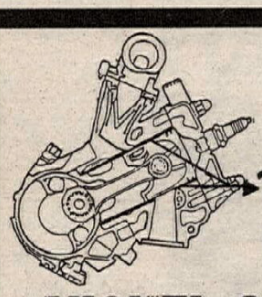

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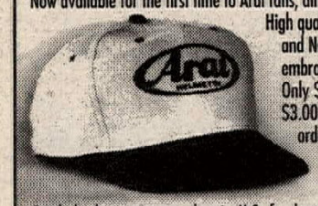

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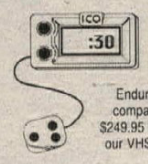

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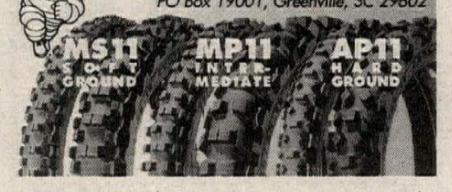

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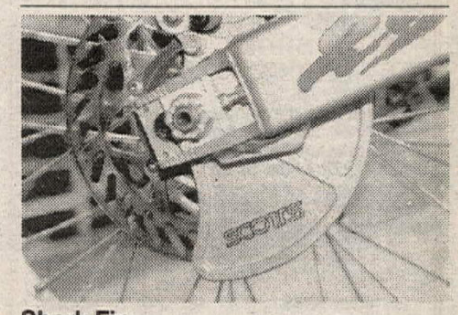

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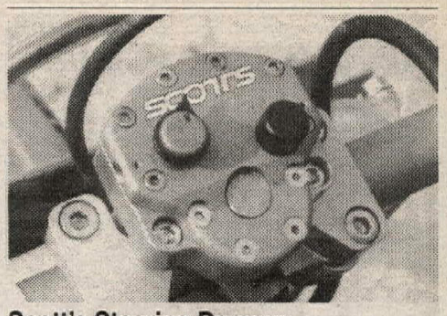

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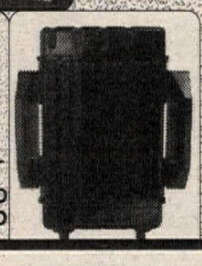

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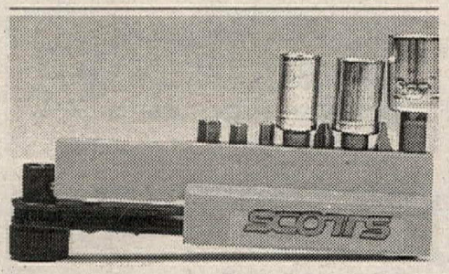

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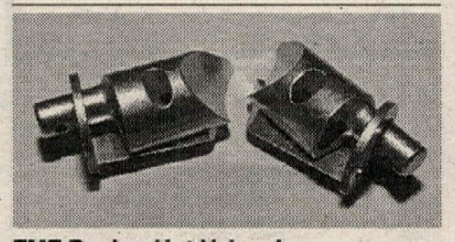

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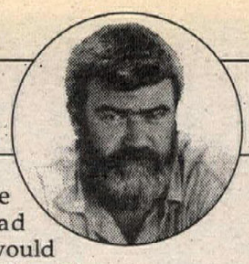
IN THE PADDOCK

By Michael Scott



Tradition deems it unwise to draw conclusions from the first GPs.

Just look at 1994. Michael Doohan won only one of the first three. Only later, when it got serious, did he sweep the board.

Even so, the start of 1995 was such that the words "steamroller" and "Doohan" were inextricably linked in the minds of all who watched his total dominance.

"The only person who can beat Mick is Mick himself," quoth the sages. "How d'you mean," replies the deliberately literal-minded Mick, looking simultaneously baffled and bloody angry, as he tries to envisage how he might achieve this patently impossible task.

Let's assume, however, that the old wive's have it. Doohan will be beaten, for the simple reason that he was foolish enough to win the first two races so easily it looked like the others were riding with one plug lead disconnected.

Hey, you can't mess with tradition.

Armed with this knowledge, we must look at the other 500cc-class candidates in a new light.

There are people there who can beat Doohan; who have beaten him before. The field narrows considerably when you start looking for riders who might be able to do so on a regular basis. Yet the soothsayers insist that someone will beat Mick.

Least likely to do so, another Honda rider. Not while Mick's still on his wheels. The beautiful Big-Bang Honda NSR, with only a few deviations, has been built around him for the past three years. He uses it rather like an extra limb, a sort of prosthetic device to make up for the frustrating fact that humans aren't born with wheels and a highly tuned two-stroke engine.

For the other Honda riders, it's just a motorbike.

Early on, Alex Criville was the best of them. Never particularly impressive on a 500, he has achieved some consistency and maturity, and rides the machine rather well. Just a lot slower than Doohan.

Puig the Redoubtable has been dragging his keel rather, but is likely to come back fighting before the year is much older. Be a miracle if he wins one. Likewise Shinichi Itoh. And Alex Barros, considered more likely to get himself and even team boss Erv Kanemoto thoroughly lost in the intricacies of trying to get the complicated NSR set to his liking.

Which leaves Loris Capirossi, 125cc double champ and 250cc superstar, nowadays to be seen clinging desperately to a Marlboro NSR which is clearly far faster than anything he had imagined.

Puig and Criville have both raced with Doohan, and been beaten. Capirossi, in only his second GP, managed something rather more impressive. He followed Mick for two or three laps in practice in Malaysia, within an ace of lap-record speeds, in the process carving a huge chunk off his previous best time. Wide-eyed afterward, he explained. "I'd been using 250 lines. Mick showed me where to put the wheels to ride a 500 differently." But the real point was that he'd been able to do it, matching Mick move for move, even if he did hold his breath all the way. Sooner or later he'll learn how to do it without a guide. Then we'll have a real 500cc-class star.

A Yamaha winner is even less likely than a Honda rider. For a complicated set of reasons, the once almost divine Team Marloro Roberts has started '95 even worse than '94. The new bike is good; but the Dunlop tires are, in a word, disastrous.

There is nothing new in this. Ever since Wayne Rainey's crash, the Dunlops have been erratic and troublesome. At least now there is a reason, as Roberts points out. They lost an entire factory, including their entire motorcycle racing tire division, in the Hanshin earthquake, and the Anglo-Japanese company has been in a state of major upheaval ever since. Quite apart from resiting the production of street bike and car tires, they also recovered special race-tire equipment and tooling by bulldozer, shipped it to Fort Dunlop in Birmingham, there to resume production ASAP. The Brummies' aim is to reproduce as exactly as possible Japanese conditions, materials and working practices, though they will stop short of giving the building an occasional shake.

At the tracks, they're living on a dwindling stockpile of last year's rear slicks, a Japanese-made tire, while the fronts come as usual from Britain.

The upside of all this is that Dunlop will emerge the other side with a brand-spanking-new modern factory and racing facility, and in the way of things will sooner or later get back on target with their racing tires. But it will not happen soon enough for Luca Cadalora, who was already after two races rumored to be threatening to quit if Roberts didn't get him some Michelins and pronto.

Malaysia and the wandering fronts gave a clear insight into the difference 11 years can make in racing. Luca qualified well, second to Doohan by a tire's breadth or so, but retired after dropping steadily out of the top 10 in the first third of the race. "If I had continued, I would have crashed," he said.

He is 30. Teammate Norifumi Abe is 19. He had just the same problems, but carried on until he did crash. He was closing on the group contesting second place at the time. Good guy. But beat Doohan? Er, hardly.

Which leaves the only two real candidates. Kevin Schwantz and Daryl Beattie, on the Lucky Strike Suzukis both. Schwantz has been puzzling. As often before.

His left wrist is permanently damaged, strapped up much of the time, and he cannot lock it in position under braking, so that his arm tends to ride over the bars. He also missed most of the preseason testing, and has been qualifying down among the second-stringers.

Yet every time he races, he's back on full charge. If he hadn't stalled the engine in Australia and had tire trouble in Malaysia he'd have been on the rostrum both times. Motivation? Schmotivation! And he's a good tip for a Suzuka upset too.

Beattie has meanwhile been confounding my earlier opinion: that his talent was flattered by the NSR Honda. If so, the Suzuki does the same. He's not only faster than Schwantz, but he's also consistent, smooth and self-contained. Which suggests there should be more to come, should he ever succumb to the red mist.

One of these will take the title from Doohan. Failing that, the soothsayers will have to explain to Mick exactly what they meant when they posed the metaphysical scorcher: Only Mick can beat Mick.

It could be a painful experience. CN

IN THE WIND

Continued from page 3

AUTOGRAPH SIGNING: At Central Yamaha in Lewisville, Texas, on April 28 from 6:30 p.m. to 8:00 p.m. Team Yamaha's Jeff Emig, John Dowd and Kevin Windham are scheduled to appear. For more information call 214/420-4000.

CORRECTION: The winner of the Spanish round of the World Championship 125cc MX Series round, Mikael Maschio, is French - not Italian. It was the Frenchman's first-ever GP victory.

MARRIED: Factory KTM MXer Tony Amaradio, to long-time girlfriend Sharlla Dunnam, in Fallbrook, California, on April 15.

CORRECTION: Cafe Moto, a wholesale coffee roaster and supplier to coffee bars and restaurants, will sponsor the *prize* for the 200cc GP class at the AHRMA event at Willow Springs - not the event itself, as we reported in our last issue.

AUTOGRAPH SIGNING: At San Jose Live! in San Jose, California, on April 23 from 1:00 p.m. to 5:00 p.m. Road racers Doug Chandler, Fred Merkel and James Randolph are scheduled to appear. For more information call 916/373-1557.

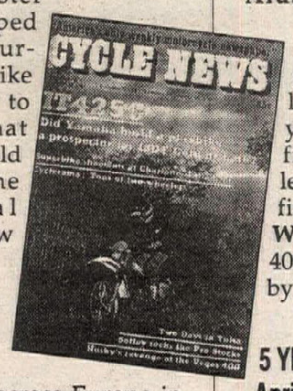
MOVED: Regina USA to 401 Academy Street, Cambridge, MD 21613, 410/221-2800 and 410/221-2801 (fax), effective immediately.

AUTOGRAPH SIGNING: At Good Times Kawasaki in Sacramento, California, on May 5 from 6:00 p.m. to 7:00 p.m. Team Kawasaki's Mike Kiedrowski, Mike LaRocco, Robbie Reynard and Ryan Hughes are scheduled to appear. For more information call 916/344-2141.

LOOKING BACK...

25 YEARS AGO...
May 5, 1970

There was dirt on the cover again, with **Dave Aldana** pictured at Ascot laying his BSA way over. Aldana was the winner at the 75-mile Sacramento TT beating National number one **Mert Lawwill** by more than 20 seconds "in the longest steeplechase recorded"; some riders had to refuel during the 50-lap race...A 19-year-old **Steve Bast** clashed with **Rick Woods** at the Antelope Valley speedway. Their battle in the scratch main was so close that the riders made contact down the back straight, leaving Bast on the ground. Woods finished the race first, dismounted in front of the ambulance and collapsed as he put his weight on his injured right leg...The San Tong company advertised the **Gemini**, a 50cc minibike, touting its style and "tremendous performance"... A **Yamaha** 650cc flat tracker was christened by builder **Dick Kelm**. The stock parallel twin was artfully converted to right-hand shift and a Trackmaster frame was wrapped around the four-stroke mill. This bike was the precursor to the machine that **Kenny Roberts** would use to win the Grand National Championship a few years later.



15 YEARS AGO...
April 30, 1980

Whether ripping across Europe in quest of ISDT gold or just beating around the bushes back home, the **Yamaha IT425G** was judged the hot setup a decade and a half ago...In AMA Superbike action at the Charlotte Motor Speedway, **Wes Cooley** took advantage of a horrendous crash by leader **Freddie Spencer** to end the race in victory. **Eddie Lawson** was second and **Dave Aldana** third...Reigning 125cc MX World Champion **Harry Everts** scored 1-2 moto wins in the deep sand of the circuit in Norg, Switzerland. He was nearly defeated by 18-year-old **Marc Velkeneers** in the first moto, but the young challenger's Yamaha seized in a gripping first moto...**Scot Harden** and **Brent Wallingsford** leveled the Las Vegas 400 beating the next riders to the line by 19 minutes.

5 YEARS AGO...
April 25, 1990

Standing atop the podium at the Sacramento mile, **Chris Carr** had put a stop to the 10-race mile win streak of **Scott Parker**. **Dan Ingram** took third...An item "In The Wind" announced that **Bimota** was to withdraw from Superbike racing, leaving AMA Champion **Wes Cooley** without a ride...**Larry Roeseler** was shown leading defending National Hare & Hound Champion **Dan Smith** near the finish at the Cherry Creek National. It was Roeseler's second straight win in the series...In Enduro action, ISDE gold medalist **Kent Hough** posted the lowest overall score at the Morrison ISDE qualifier. Brother **Aaron Hough** topped the 125cc class. CN

LaRocco conquers a punishing course to capture the 250.

Mickael Pichon masters the ruts and triple jumps his way to a powerhouse finish, winning the 125.

It's a golden day in the Silverdome for Team Kawasaki.

Hey it ain't over 'til it's over...

Kawasaki

Mike LaRocco Team Kawasaki

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